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mac JULY, 1971/60¢

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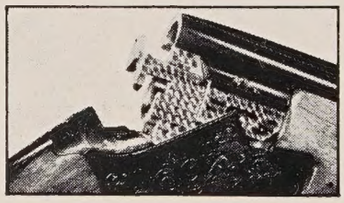

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VOL. 89, No. 3 JULY, 1971 60 CENTS

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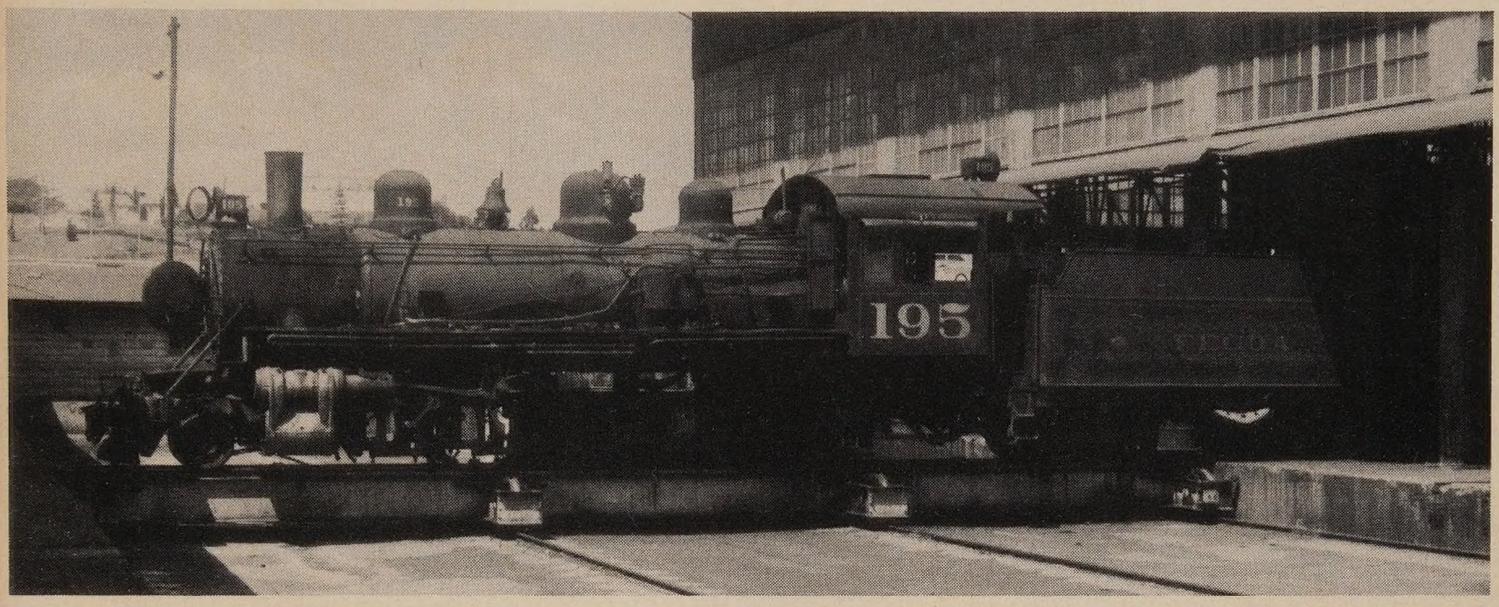

The transfer table in Guatemala City is located between the two back shops. At present it is holding 2-8-2 No. 195, built twenty-three years ago by Baldwin Locomotive Works in Philadelphia. (See the feature that begins on page 22).
Photographed Feb. 19, 1971, by Gary G. Allen, 215 E. Palmer Ave., Glendale, Calif. 91205

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The Bassinette Co., 271 Madison Ave., New York, N.Y. 10016
Telephone: 685-9620 (area code 212)

RAILROAD MAGAZINE is published monthly by Popular Publications, Inc. at 205 E. 42nd Street, New York, N.Y. 10017. Henry Steeger, President. John J. McVarish, Treasurer. Second-class postage paid at New York, N.Y., and at additional mailing offices. Magazine is copyright © 1971 by Popular Publications, Inc. Copyright under Universal, International and Pan-American Copyright Conventions. All rights reserved, including the right of reproduction, in whole or in part, in any form. Single copy 60c. Subscription in U.S.A.: one year $6, two years $11. Elsewhere: one year $7, two years $13. Title registered in the U.S. Patent Office. Send all subscriptions and renewals to Railroad Magazine, Portland Place, Boulder, Colo. 80302. Address other mail to Railroad Magazine, 205 E. 42nd St., New York, N.Y. 10017. Printed in U.S.A. Please query the editor before submitting feature articles. Care will be exercised in the handling of unsolicited manuscripts, but no responsibility is assumed for their return.

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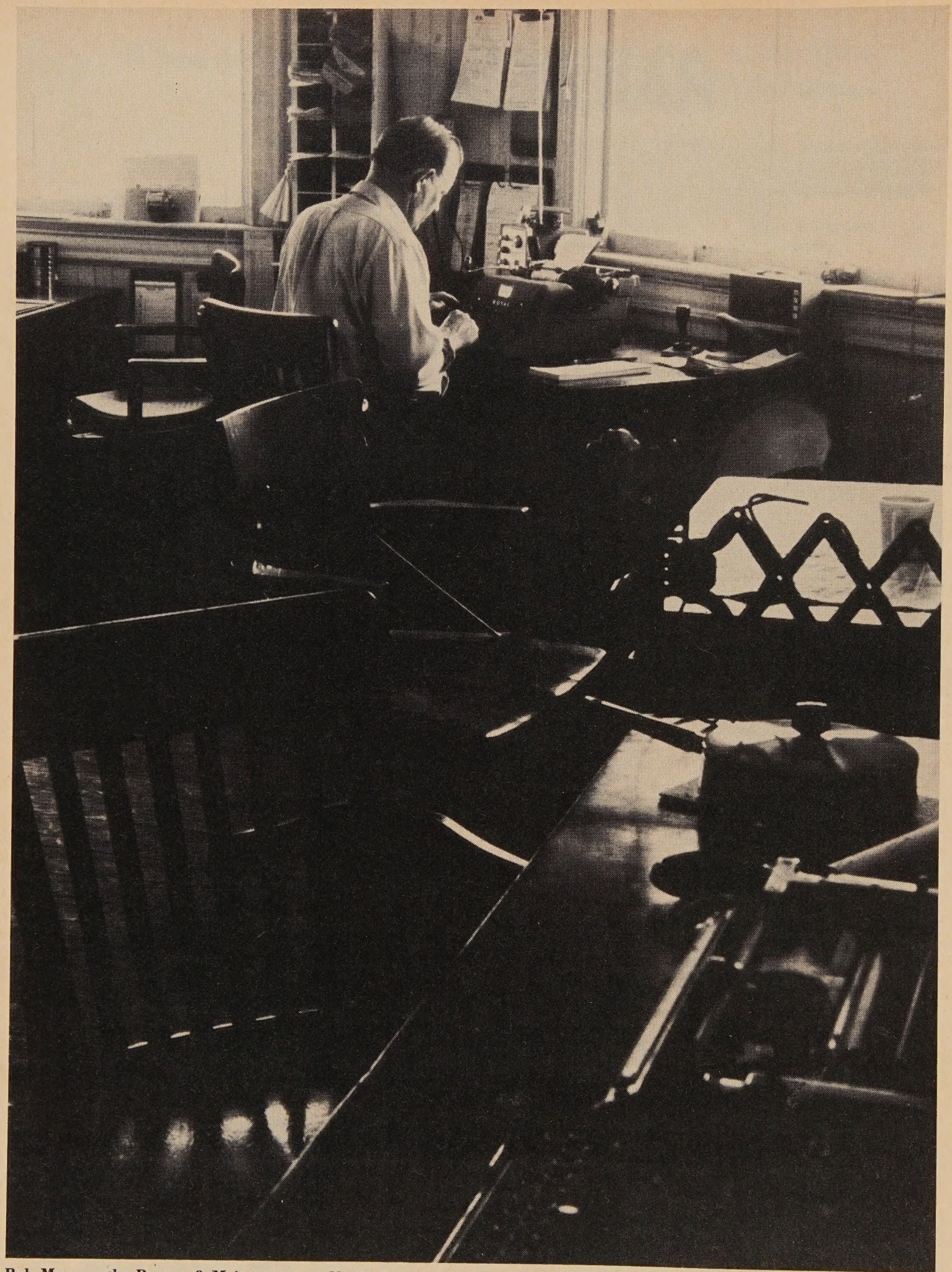
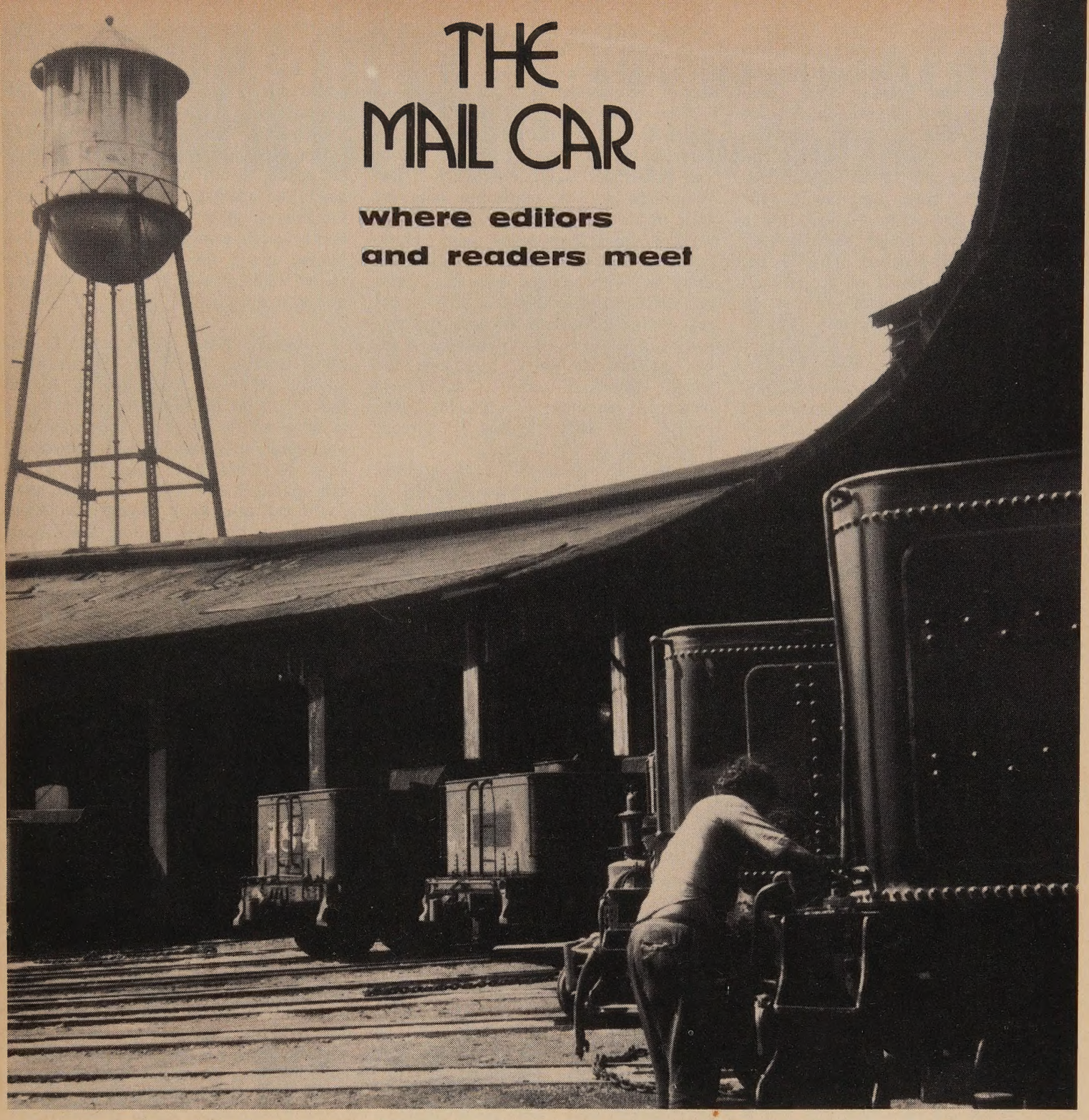


Bob Morgan, the Boston & Maine agent at North Bennington, Vermont, is busy at work in his office in the freight station. The telephone shown in the foreground is no longer used; radio has replaced it. Photograph by Philip R. Jordan

THE MAIL CAR

where editors and readers meet



Steam roundhouse and water tower in Guatemala City as they looked on February 16th, 1971. **(See page 22.)**
Photograph by Gary G. Allen

OUR front cover photograph of a train and its brakeman at Escuintla in Guatemala was made for us very recently by Gary G. Allen, 215 E. Palmer Ave., Glendale, Calif. 91205, to tie in with his lead feature article. Next month, Gary will be presented as *Interesting Railfan* No. 104.

We are collecting pix to illustrate a Bert Pennypacker article on Boston & Maine steam days. We have enough pictures of engines without human interest, but we need shots of men working around the steamers and passengers boarding steam trains.

Our May cover shot was taken in July '61 by railroad artist and historian Russ Porter, member of NRHS, 2228 S. 81st St., West Allis, Wis. If his name had been written on the slide, we would have given due credit in our May issue. Sorry, Russ.

James Dietel, who lives in Minneapolis, Minn., sheds light on the engine it shows. Quoting from *Cinders and Timber,* a Duluth and North Eastern history by Fred Harrison, he says she is 2-8-0 No. 14 (Baldwin, 1913), with 20x24″ cylinders and 51″ drivers, bought new by D&NE and eventnally sold to the Black Hills Central, a tourist line at Hill City, S.D. According to Bob Askevold, 1800 Edgecliff Dr., Fullerton, Calif. 92631, the train was probably Extra 14 northbound from Cloquet, Minn., to a connection with the Duluth, Missabe & Iron Range at Saginaw, Minn., where pic was made.

"All D&NE trains were dispatched as extras, carrying the same engine and train number," he writes. "Congratulations, Mr. Editor, on running a swell magazine! I envy your job." ●

RAILROADERS. While I was working in the New York, Ontario & Western freight office, some time between 1910 and 1917, passenger train

No. 1 was running between Weehawken, N.J., and Oswego, N.Y. One day as it left Norwich, N.Y., at 4:30 p.m. the engineer and fireman were feuding, which was not uncommon in those days. Upon reaching North Norwich, six miles further on, both men climbed down from the cab to settle their differences with fists. Meanwhile, the train full of passengers waited until a new engine crew could be called so that they could proceed. This is the only time I ever heard of a train delayed for such a cause.—Willet R. Hawthurst, 2657 Cropsey Ave., Brooklyn, N.Y 11214.

Santa Fe still uses Morse telegraphy on its Plains Division. The Englewood Division west of Wichita is entirely Morse, as trains are still being dispatched that way on the branches in southwestern Kansas. I have enjoyed your magazine for 32 years.—W. W. Simms, Box 5036, Amarillo, Texas.

Not all phases of railroading are romantic. Take the case of an alarm clock, for instance. I was firing a way freight on the Algoma Central between a Soo Line connection and Hawk Junction. One day in 1922 or '23 we stopped at the Canyon section house to unload freight. A gandy dancer asked me to turn in the clock to the Soo Line office for repairs. "It just won't run," he said. "I don't know why." So I took it home, to deliver on my next run. Being curious, I pried off the back and was surprised to find the works full of bedbugs, alive and dead! I cleaned them out with a feather. The clock ran again. Then I returned it to the owner, refusing to let him pay me. Enginemen and trainmen often did little favors for other railroaders in those days.—W. Wilford, Box 711, Wawa, Ont., Canada. ●

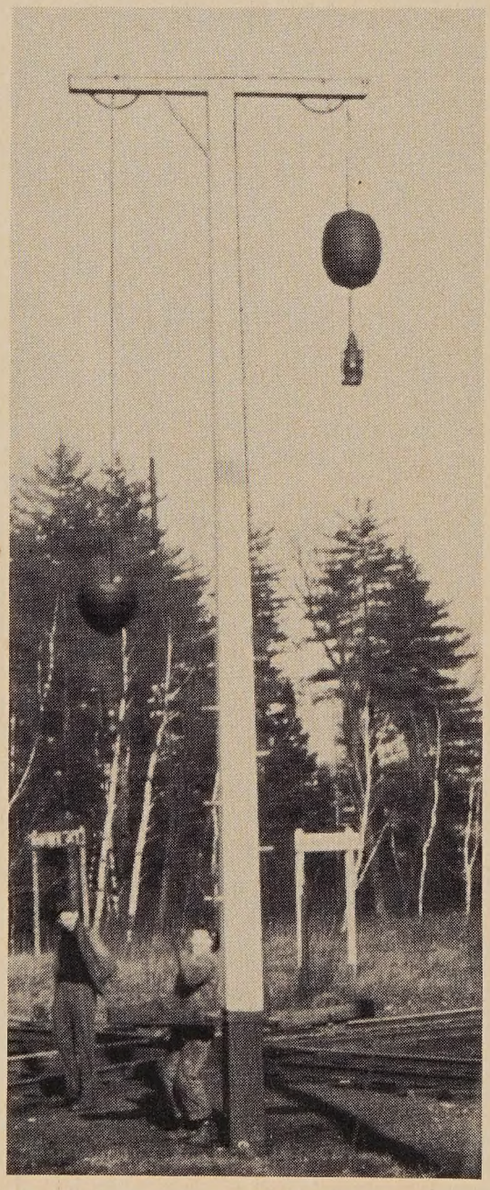
HIGHBALL signal at Whitefield, N.H. (pictured in May issue, page 41) is not the only one of its kind still operating in America. Another is located exactly 5.08 miles away at Waumbek Jct., where the Boston & Maine is crossed by Maine Central's Beecher Falls branch. The latter one is more authentic, since it still has its original square white-painted pole, while the Whitefield signal was jerried back together with a common telegraph pole, following a derailment a few years ago. Elsewhere, readers could see the remains of two other highball signals, both inactive, of a somewhat different design, at crossings of this B&M branch and Berlin Mills trackage in the Berlin, N.H., yard.

Actual operation of the two serviceable signals is a bit different from the practice your April caption describes. One ball permits B&M trains to cross the diamond; two balls allow Maine Central trains to proceed. Switching is done with both balls down. All trains must come to a full stop within 500 feet of the crossing.

Whitefield is easily accessible for pictures; as Carroll Street, beyond the cars shown at the left in the photo you published, is U.S. highway 3. But Waumbek Jct. is reachable only by train or afoot, because the nearest highway is almost two miles away. However, in summer and early fall when there is neither snow nor mud, you can drive within a half-mile of it by going out to Whitefield Airport and following a section of abandoned roadbed around to where it rejoins the track.—Donald S. Robinson (B&M train dispatcher; member of R&LHS, RRE, NRHS, and NMRA), Box 70, Greenfield, Mass. 01301.

(*Ed. note*: Don will be *Interesting Railfan* No. 105, September issue.)

PERSONALITIES. Mrs. Annetta Howard at Rowlesburg, W. Va., on the Baltimore & Ohio, is still running one of the few old-style railroad boarding houses left in America. She's been at it for 44 years. A recent visitor, Betty Hughes of Cleveland, Ohio, comments: "Her porch, edged with geraniums, is a perfect setting for Johnny Cash to sing one of his railroad songs. He might relax on the old wooden porch, strum his fancy guitar, and smell the aromas from Mrs. Howard's kitchen. If he's lucky, as I was, he could watch a mighty B&O locomotive balling down the track a few yards away with wheels hot from braking on the steep hill."



Highball signal at Waumbek Junction.
Photograph by Donald S. Robinson

James E. Yost, president of the Illinois Central's Employes' Department, advises other big railroads to follow the IC's lead in "having the foresight to keep control over its own maintenance and repair work" on locomotives. Says he: "We have been telling the rail managements for years that they could do this work cheaper in their own shops than by sending locos back to the builders."

Answering a request for the address of Bob Fremming, a publisher of railroad-picture postcards, Alfred E. Brigham Jr. says it is Gays Mills, Wis.

Burlington Northern, the nation's biggest rail system in terms of route miles, has a new president. Robert W. Downing, formerly executive vice president, replaced Louis W. Menk. The latter is now chairman and chief executive officer, succeeding John W. Budd in both posts. *Wall Street Journal* comments: "Mr. Menk's aggressive, dynamic, and occasionally volatile personality is in marked contrast to Mr. Budd's more stolid, conservative, and sometimes taciturn ways."

Does any reader know of an American railfan group that has even one Negro in its membership—and if not, why not? As for the railroad industry itself, William H. Brown III, chairman of the U.S. Equal Employment Opportunity Commission, says it has made insufficient progress in providing jobs for minority groups and for women. Latest available figures show the railroads employ blacks in only 7.8 percent of all jobs, compared to an all-industrial average of 9.5 percent.

Fourteen well-informed persons answered my query about the old Southern New England Railroad which appeared in *Running Extra* for March '71. I will gladly send Xeroxed copies of their letters to anyone writing a history of the SNE or Central Vermont.—Bob Clarkson, Burlington Northern industrial engineer, 470 English Street, St. Paul, Minn. 59106.

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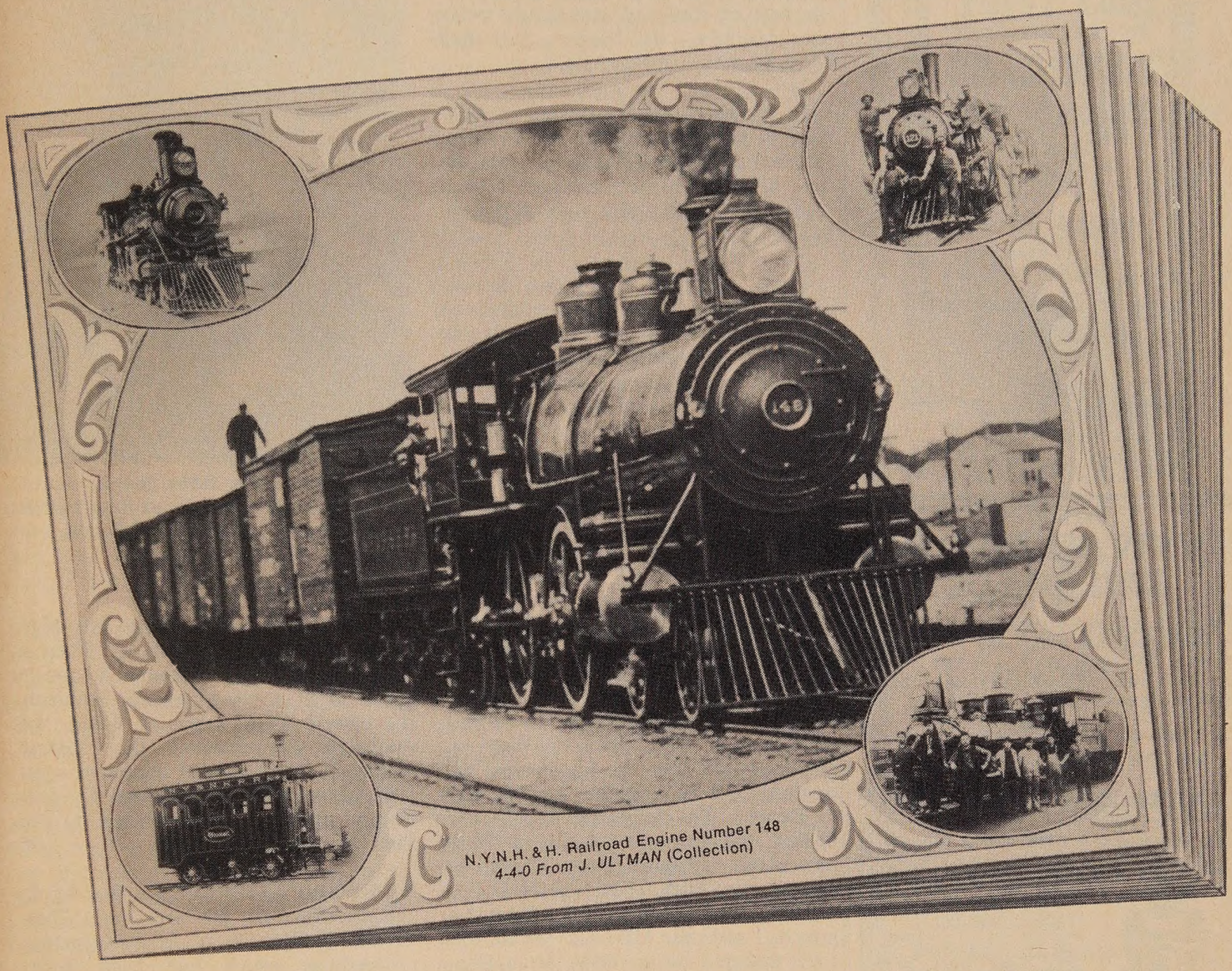

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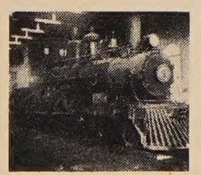

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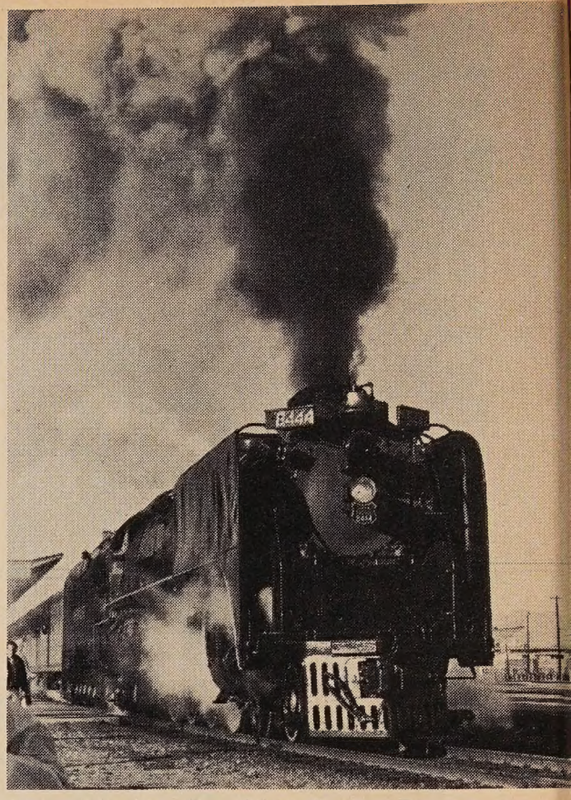
itor as well as Freeman Hubbard revealed himself in the April issue. I hadn't realized before that you had such a tiny staff.—Gerry Burridge, P.O. Box 152, Pte. Claire-Dorval 700, Que., Canada.

In my judgment, Virgil C. Staff is the best of *Railroad Magazine's* many photographers.—Bill Morgan, P.O. Box 6863, Fort Myers, Fla. 33902.

Girls simply do not belong in *Railroad*. I don't see why anyone is so infatuated as to try to hide his real desires behind a respectable facade such as interest in the rails.—P. Andretta, Bronx, N.Y.

I am trying to locate any descendants of Lew Fowler, who worked on the old Denver, South Park & Pacific long ago. A neighbor of mine, C. M. Graham, recalls having known a call-boy with that name who may have been a son of Lew Fowler, Sr. The late Gilbert A. Lathrop, a frequent contributor to *Railroad Magazine*, mentioned that name often in one of his books, *Little Engines and Big Men*.—Donald S. Fowler, 418 Tahoe Place N.E., Albuquerque, N.M. 87107. ●



Union Pacific No. 8444 leaves Denver Union Station on 29th of last March.
Don Scott, 1026 Broadway, Denver, Colo.

COMING into Cheyenne, Wyo., on March 27th, the Union Pacific's *Portland Rose* replaced its regular diesel power on the point with a mighty 4-8-4, No. 8444, assisted by two diesel units. I was riding the train that day and I noticed how the big steamer attracted a lot of attention all the way to Denver. The following day I rode behind the same 4-8-4 on a well-patronized excursion from Denver to Laramie and back. (See page 50.)

Then on March 29th, playing a hunch, I rode the UP's *City of Kansas City*, powered by the 8444, from Denver to Cheyenne. This trip may go down in history as the last time a regularly scheduled mainline passenger train of a major railroad was pulled by a steam engine. Upon arrival at Cheyenne the fires were dropped and she was stored for an uncertain fate. Her ICC time will not run out until July, 1972. It is doubtful whether or not she will be reshopped after that.—Lester C. Harlow, 5015 Cape May Ave., San Diego, Calif. 92107.

ANIMAL LOVERS will like this item; others can skip it. One day a coyote sought refuge in a boxcar in the Santa Fe yard a Barstow, Calif. This car was coupled onto a freight train. Unaware that the beast was inside, a trainman closed and locked the door. The train rolled away. Five days later it arrived at Nashville, Tenn. A Louisville & Nashville trainman opened the boxcar door and the weary, famished coyote gazed, unimpressed, at a sign that proclaimed, "You Are Now Entering Music City, U.S.A." Then it caught sight of a switchman about to eat a thick meat sandwich. Suddenly it showed keen interest. When the sandwich was donated, the creature wolfed it down without batting an eyelash. Learning of the incident, TV producers rushed a camera team to the yard and created a feature. ●

NEWSWORTHY. Like a hot brick, Norfolk & Western and Chesapeake & Ohio have dropped merger proceedings which had been under way since 1965. They did so because of the "altered eastern railroad picture"—meaning, of course, Penn Central. The directors refuse to risk another gigantic bankruptcy.

Railpax's new nickname is Amtrak, (American track). Its first schedule, effective May 1st, covers 16 railroads and 29 routes. It lists all the inner-city trains it operates but not the discontinued trains. Last run of the *Pocahontas* on May 1st was by steam power!

ICC has granted both eastern and western roads another 3.8 percent boost in freight rates. This is the seventh general rate increase allowed to U.S. railroads since mid-1967. Inflation is still with us.

A Federal court permits the bankrupt Penn Central to lease 1,000 new boxcars for 20 years from a subsidiary of ACF Industries Inc. Each car will

cost $4.99 per day for the first five years, scaled down to $3.72 for the final five-year period of the lease. Total cost is estimated at $32 milion. In other words, a purchase price of $14.7 million plus 9.48 percent interest. It's high interest, but PC needs cars desperately. All over the country the shortage of freight equipment is acute. The other day we saw a photo of a wheat pile three blocks long on Main Street in Ada, Kansas; 55,000 bushels of grain had been dumped on the ground because no cars were available to haul it away!

Hitherto, freight-car checkers on American railroads were men. They examine the cars to see that each one is properly tagged, on the right siding, and loaded with the proper cargo. In Detroit, six Penn Central office women complaned to the Michigan Civil Rights Commission that they were being discriminated against because of their sex. The Commission intervened, and they were assigned to checking. Now the ladies are unhappy. "I can't afford to quit," says one, a widow with six children, "but I don't know how long I can last on this job, especialy if I have to work a night shift."

City Commissioners of East Cleveland, Ohio, ordered Penn Central and Norfolk & Western officials to clean up about two million square feet of land along their 4½ miles of track, warning that if they didn't, the city would do the job at their expense. The trackside weeds harbored rats and were a fire hazard. But neither company did anything about it. So the city put college and high-school boys on the job, and billed the railroads a total exceeding $7,000. Nobody knows when East Cleveland will collect.

Will the steam loco ever come back? We don't think so. But diesels have an uncertain long-range future. Richard A. Rice warns the American Society of Mechanical Engineers that the world's petroleum supply has seriously begun to dwindle and that coming restraints on oil usage, plus ecology, may force railroads and other forms of transportation to re-plan their motive power.

Speaking of ecology, the Denver & Rio Grande Western has just installed a $250,000 water purification system at its Burnham Shops. This central treatment purification plant is now helping to solve stream pollution in the Denver area, because the railroad is no longer discharging its untreated industrial water into the streams.

General Railway Signal Co. centralized traffic control is being installed on the Burlington Northern between Wishram and Vancouver, Wash., controlled from a Traffic Master console at Vancouver. A unique feature is its provision for safe, semi-automatic local control of each controlled location, by the train crew, in the event of failure of the code line.

Southern Pacific has begun building a $39 million freight car classification yard—called "the most technologically advanced in the world"—at West Colton, 50 miles east of downtown Los Angeles. This 560-acre facility aims to speed up and simplify freight movements throughout the West.

CP Rail is expanding its fleet of specialized lumber-carrying equipment, doubling its number of bulkhead flatcars and making significant additions to its fleet of double-door boxcars.

Acquisition of 1,200 new multipurpose mechanical refrigerator cars by Pacific Fruit Express is announced by its owners, Southern Pacific Transportation Co. and Union Pacific Railroad Co. This $40 million order will increase PFE's mechanical refrigerator fleet to 13,200 cars, half of the entire national supply.

Philadelphia's great Reading Terminal building is up for sale. "But," says Bob Linden, a Reading conductor and *Interesting Railfan* No. 99, "the only concrete plans at the moment concern the erection of a high office complex on 11th Street, adjacent to our line, comparable to the Pan-Am Building that overshadows Penn Central's Grand Central Terminal in New York." Meanwhile, the bankrupt PC is planning to sell some of its real estate, valued at more than $300 million, as well as all other non-transportation assets "where the sale will aid in the recovery" of the nation's biggest railroad. ●

YOUR magazine is more alive than any other rail periodical. It says what railroading means to me: dirty old yards, beautiful sylvan scenes, human interest, and plenty of steam. Your new type faces, especially the department headings, are much better. All magazines need a face-lifting every few years. Al Herkovits is right in saying that I make too many PCC shots. But models cost me quite a bit of money and these girls find San Francisco convenient. Even so, you will soon be seeing a few pix I have taken further from home.

The following letter was written to me by Jeff Wetmore, who more or less runs the store conducted by Bay Area Electric Railroad Association, Rio Vita, Calif.: "We are selling more *Railroad Magazines* now than ever before. People pick up new issues as soon as they arrive. Some want to see if any of your

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Virgil C. Staff in the cab of a work-train engine at Teoloyucan in Mexico.

pictures are featured. I hear some criticism, too. But sales are great. We even used one of your photos to advertise *Railroad Magazine* in the publication *Review*."

I was talking with an English railfan the other night and he said the rail-girl photos in *Railroad* were stirring up "a tempest in a teapot" in his country, although he himself enjoyed them and knew of other readers who did. Thanks for publishing some of my non-railfanette shots. I believe they help to keep me off the stove with some people. The railfan movement has at least as large a percentage of prudes and anti-feminists as you will find in the general population.—Virgil C. Staff, P.O. Box 268, Berkeley, Calif. 94701. ●

ONE MAN'S OPINION. In my personal collection I have every issue of your magazine from Oct. 1906 to date, and as a dealer in railroadiana I can testify that collectors are diligently seeking back issues to tap the wealth of information and enjoyment you have printed over the years. —Fred N. Arone, 377 Ashford Ave., Dobbs Ferry, N.Y. 10502.

Freeman Hubbard, your "personal documentary" was quite frank—including, in fact, some intimate details that I would not reveal if I were writing about myself. I'm sure those who criticize the magazine don't worry you, but I wish the conservative viewpoint were better represented in your pages. For example, the answer to those snide remarks about the railroads not buying new coaches nor giving more attention to passenger service is very simple. Because of outmoded work rules, the roads would lose money on most passenger trains even if they were full. I got a big kick out of the railfans so silly as to think that Railpax would mean the restoration of many already discontinued runs. On the contrary, it means taking off about two-thirds of the non-commuter trains that prior to Railpax were still operating. And with the Federal Government in the saddle, the remainder are bound to go the same way in a few years.—Felix E. Reifschneider, P.O. Box 88, Fairton, N.J. 08320.

My, my, ain't she purty! I mean the face-lifted magazine with classy photos and modernized headline type. Commenting on the May issue, some readers say the picture at the right on page 17 doesn't belong in a rail magazine, but I say it's perfect.—Jim Crimmins, Exeter, N.H.

Mr. Hubbard, since you are a circus historian, I wish you'd do an article on the big top in relationship to railroads.—John Mock, 15 W. Cass St., Bangor, Mich. 49013. (*Ed. note*: I had a long feature, "100 Years of Circus Trains," in April '56 issue. We have no copies left, but you could get one through our *Switch List*. Many readers sell back issues.)

I agree with Jim Seacrest's denunciation of railfans who request free photos. Most of those I have dealt with are thoughtless and inconsiderate. They ignore the fact that it costs time and money to make and mail prints. One fellow, a total stranger, asked me to make up 100 prints of a certain trolley line for him to "look over." How is that for nerve?—Raymond McMurdo, 755 Main St., Waltham, Mass. 02154.

Elmer Treloar's photo of Canadian National's Spadina Street engine terminal in Toronto (May issue) evoked this comment from John Mayel, Jr., 135 Hickman Ave., Kingston, Ont., Canada: Engine 5700, a 4-6-4 Hudson type built in 1930, is now well preserved at the National Museum of Science and Technology in Ottawa.

Correction to a caption in May issue: Southern Pacific still runs cabooses with cupolas out of its Roseville Yard, but on locals only.—Fred Knudsen, 706 Belle Lane, Roseville, Calif. 95678.

I have followed *Railroad* from its darkest days as a woodpulp bi-monthly to its present status as a beautiful slick-paper monthly. In this respect it does not reflect the industry it is devoted to. While the fortunes of the steel rail decline, your magazine becomes stronger and more polished. As long as *Railroad* lives on, we can touch a small part of the past.—Jeff S. Asay, 13952 Moorpark No. 5, Sherman Oaks, Ga. 91403.

A Short Cut to the Cemetery

WE READ every issue of *Locomotive Engineer*, the weekly 8-page newspaper of the Brotherhood of Locomotive Engineers. Its "Last Runs" department always saddens us, not because men retire but because so very few of them plan in advance to fill their autumn years fruitfully. The average retiree seems to have little or nothing on his mind for the future except to do some fishing, putter around the house, and "take things easy." Much too soon, as a rule, he is dead.

Someone should have told him long ago that a short cut to the cemetery is through inactivity and boredom. While he was still relatively young, he should have built up his resistance to disease, particularly with modern ideas about good nutrition, including multi-vitamin and multi-mineral supplements every day, as well as physical and mental activity. At the same time he should have started to develop a secondary career, with or without pay, that would satisfactorily replace the job he must eventually lose on retirement. Anybody who "takes things easy" on a permanent basis is all washed up. He is dead already and doesn't know it.—*Freeman Hubbard.*

CP RAIL is seriously considering the conversion of 850 miles of its main line west of Calgary to electrified operation. The railway's research and operating men, while visiting Norway and Switzerland, carried out full-scale operating tests of electric locos. Their data is being analyzed. Both the Swiss and Norwegian sites offered topographic, wind, and snow conditions similar to those found in the Rocky Mountains. Electric locos are reported to offer significantly faster acceleration, and up to 50 percent better traction than conventional diesel power. As traction improves, fewer units are required to pull a given train. In addition, electrics see greater service because they require less maintenance and need not stop for fueling. ●

WE ARE listing readers who have been railfans for at least 50 years. One entry is Louis P. Morey (age 66), Box 19, Williamsburg, Mass. 01096, who writes: "I read each issue of *Railroad* all through, at last twice, before filing it for future consultation. Keep up the rail-girl pix; they are always delectable and in good taste."

Another entry, Harold I. Judkins (age 76), Main St., Rutland, Mass. 01543, has been a member of the Railroad Enthusiasts for 33 years. "As a boy," he writes, "I lived near Reformatory station, about 22 miles from Boston, at the end of the Boston & Maine's Lexington branch, and I began riding locomotive cabs at age six. Six years later I actually ran an engine, with both hands on the throttle. At age 15 I ran the engine on Saturdays and often on week-day afternoons after school, alone, from the turntable. The engineer went home during layovers while the fireman relaxed with trainmen in the coaches. Even at that early age I would take water on the engine, run her out of the enginehouse, throw switches, and back onto cars."

Also in this list is the famous Otto Kuhler, 1403 Seville Rd., Santa Fe, N.M. 87501, a retired streamline designer of *The Hiawatha* train, etc., but still very active as a painter of steam railroad scenes. Otto was No. 15 (Feb. 64) in our series of *Interesting Railfans*. By pure coincidence, he began drawing engine pictures in 1906, the year our magazine was founded. He sells his original paintings through Don Blair, an agent in Santa Fe. His life story is told in a large illustrated book entitled *My Iron Journey*, obtainable at $10.95 from Pruett Publishing Co., P.O. Box 1560-R, Boulder, Colorado. (See the pictures on page 12.)

Oldtimer Harold K. Burleigh, 1396 Culver Rd., Rochester, N.Y. 14609, says he began reading our magazine 55 years ago. He cites the following incident as a rare cause of derailment: Sand blowing in from the Lake Ontario beach and freezing onto a rain-moistened track derailed a Penn Central engine at Irondequoit, N.Y., last spring. ●

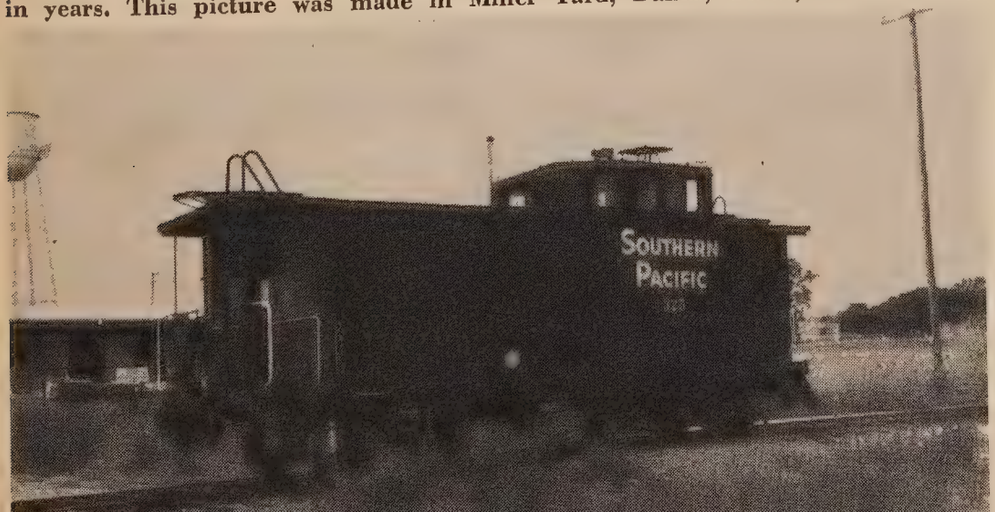
OVERSEAS. Norway now has only two privately-owned railroads, both narrow gage, plus some short industrial lines. It never had broad gage. Bergen Railroad, a popular tourist route linking Bergen with Oslo, the capital, is happily in the black. The seven 2-8-4 steam locos which our state railroad had, Nos. 463-465, 470-473, class 49, built 1935-'41, were the biggest steamers ever used in Norway. When built, 463 was fitted with a booster under the cab, later removed. In 1958 six of our 2-8-4's were scrapped; 470 is preserved at our Hamar Railroad Museum.—Ralph Wilson, V. Torvgate 17, N-5000, Bergen, Norway.

Your new format is tops and I hope your sales figure is rising. (*Ed. note*: *It is.*) Many photos you publish are absolute masterpieces of detail.—John Drayton (retired British Rail engineer), 13 Sycamore Rd., Griffithstown, Pontypool, Mon., NP4 SAL, England.

Russia is currently expanding its rail system by 780 miles of track and is ex-

John J. Myers, 562 Falling Leaves, Duncanville, Texas 75116

Ted Wurm slipped up in our May issue by saying SP cabooses haven't had cupolas in years. This picture was made in Miller Yard, Dallas, Texas, last February.



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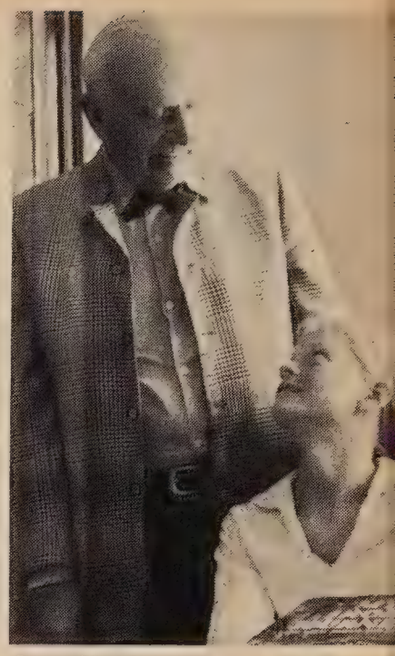

Otto Kuhler, shown with railfan Kristy Glatt, has retired from railroad work but he still paints pictures; here is a Colorado & Southern doubleheader. (See information on page 11.)

pected to have built 3,000 additional miles by 1975, opening up vast areas rich in natural resources. In the Soviet Union 80 percent of all freight moves by rail, whereas the percentage in the United States is only 41. Electrification and double-tracking are part of the Russian program to keep abreast of rising traffic. Great challenges to railway building projects are found in northern Siberia, one of the most difficult and most important being the 430-mile line from Tyumen to Surgut, the latter being on the Ob River.

Another big project, long talked about, is the Northern Siberian Railway, which would parallel, but much further north, the existing Trans-Siberian. During the next five years, it is planned also that Russian passenger trains will operate on high-speed lines up to 120 or 150 miles per hour. Gas turbine locos also are being built. This information, from *The Geographical Magazine,* published in England, comes from Henry Korman, Longview, Wash. ●

GERMANY, where I have been stationed since February, still has much steam. Good places for photographing steam in the Aachen area are Stollberg, Merkstein, and Wilhelmschact. The large roundhouse in Stollberg, usually offers 15 live 2-10-0's and much turntable action and other steamers are stored there. As a rule, six or seven 2-10-0's work as heavy switchers in the Stollberg yards. An overpass there with a heavy grade is photogenic.

Nearby are Merkstein and Wilhelmschacht, coal-producing towns, each with three or four 0-10-0's. Merkstein even has an 0-10-0T. Neuss, near Duesseldorf, has a large roundhouse with many 0-8-0's and 2-10-0's. However, I haven't yet seen mainline steam in this area.

Germany's rail system is inexpensive and a convenience for railfans. Even the most remote branch is likely to have hourly service which lets you stop for photos anywhere along the line. I never had to wait over 45 minutes for a train connection in Germany. Photographing steamers is a good way to combat the extreme boredom associated with military service. Prior to coming here my only sight of steam was in northern Colorado on the Union Pacific and the Colorado & Southern. I will correspond with anyone who can supply information on European steam today.—Pfc. Robert L. Yarger (age 24), 521-62-8709, 85th USA Arty. Det., APO, New York 09011. ●

WHEN my father was a boomer telegraph operator in the not-gay '90's, he had a night job one winter at a little station on the Great Northern main line in North Dakota. The agent-operator held down the day trick, 12 hours, and Dad worked the night shift for the other 12. Then the day man quit suddenly. The dispatcher promised my father that a relief operator would arrive on the next train, but he didn't show up that day or the next. Finally, after being on duty continuously for about 36 hours, Dad set the order board red in both directions, locked up the station, and went to his rooming house.

A stock train which arrived later was immobilized by the red board. The livestock owner hunted up my father, didn't blame him for being mad at the company, but implored him to come down to the depot and clear his train; otherwise, his cattle would freeze in the bitter cold. Naturally, Dad cleared the freight.

The next passenger train brought two relief men: one for the day job and one for the night trick, and Dad was fired. The division superintendent was so incensed that he issued orders to all train crews that under no circumstances were they to carry my father out of town, even if he paid fare.

But a friendly Pullman conductor came to his rescue. By prearrangement, Dad hid behind a pile of ties at night, across the track from the station; and when the train arrived the Pullman conductor opened the tourist-sleeper door on the side opposite the depot. Dad slipped in and was told what berth to occupy. The train conductor knew nothing about this. Being fired in those days didn't bother a boomer brass pounder too much. He could aways get a job on another pike. —Ed Mahoney, 9417 W. 64th Way, Arvada, Colo. 80002. ●

IF WE had more editorial help we would answer all sorts of railroad queries from readers. We'd like to.

But now it's impossible. Our staff is too small. Only two persons work in this office—no secretary, no file clerk, no research assistant. So please don't send us photographs to identify. Don't ask questions involving even a little research on our part and expect a personal reply. You can't even be sure our *Information Booth* will answer your query. Barbara Kreimer's time and her space in the magazine are sharply limited.

Address all mail about subscriptions, renewals, or change of address to *Railroad Magazine*, Portland Place, Boulder, Colo 80502—not to our New York office. But orders for back numbers (at 75¢ each) must come to New York. Our supply is kept there. A self-addressed stamped envelope will bring you a complete list of available back issues.

Save your time and ours by mailing all *Transit Topics* material directly to Steve Maguire's home, diesel news to Jim Edmonston's home, and steam news to Mike Eagleson's home.

By following these tips you will help an undersize staff to cope with the deluge of mail that swamps us every day. We need all the time we can get for producing the magazine itself rather than catering to individual readers. Sorry, but that's how it is. A final request: please keep your letters short! ●

Candy Quirk is the waitress in the Choo-Choo Ice Cream Depot, 1114 S. Florida Ave., Lakeland, Florida. Walls are decorated with railroadiana. After the girl takes your order, an 0-4-0 emerges from a tunnel on a model railroad hauling a train loaded with what you ordered. It is fun for railfans.
Wm. T. Morgan, Box 6863, Ft. Myers, Fla.

PRIOR to the automatic coupler, railroad cars were hooked together manually. A trainman would brace himself between two cars and drop a metal pin into place at the exact instant they came together. This was the dangerous link-and-pin system that cost thousands of fingers, hands, arms, or life itself. Boomers missing one or more fingers were not uncommon. Even a president of the Brotherhood of Railroad Trainman, long ago, was maimed that way.

As the 19th century drew to a close, various forms of automatic couplers began to appear. One was invented and patented by an illiterate black genius named Andrew Jackson Beard, who had grown up with no schooling. The inventor could not even write his own name but marked "X" on all documents he signed. However, his device was superior to most of the early automatic couplers because it permitted the coupling of cars of different heights. Not until 1916 was a standard coupler adopted nationally. This standard combined Andy Beard's principles with those of other devices which had come into use on various roads.

Born a slave in Jefferson County, Alabama, in 1849, Andy was the property of a white family named Beard, but won his freedom at age 15 when the Union Army advanced into the South. The following year he married and took up farming.

"In 1872," he once recalled, "I visited Montgomery, the state capital, with a load of apples drawn by oxen and I sold 50 bushels at an average of $4 a bushel. This trip took three weeks. Then I quit farming."

Later he built and operated a flour mill at Hardwicke, in the same state, and started to invent and make plows, one of which he patented in 1881. Years afterward he sold a plow patent for $4,000, then another for $5,200. With this capital he went into the real estate business and accumulated about $30,000, a fortune in those days. In 1889 he invented a rotary steam engine, which he patented in 1892. Meanwhile, the ex-slave had often watched the coupling of railroad cars and he felt compassion for the trainmen injured by them. Studying the problems involved, he devised and patented in 1897 the automatic coupler that brought him a moderate degree of fame.

But his life afterward is a mystery. When and where did Andy Beard die? We do not know. Maybe some Alabama reader can tell us. ●

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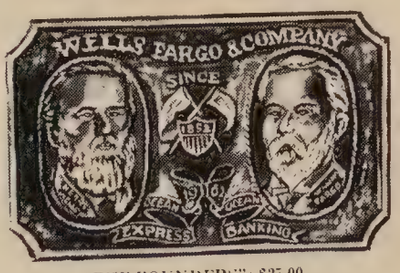

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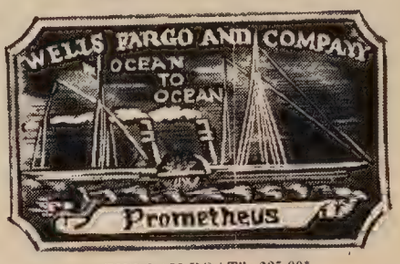

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PHOTOGRAPHS OF THE MONTH

The lady shown in this photo of the Reading *Crusader* in our April issue has been identified as former Miss Margaret Bradbury by her husband, F. H. Moore, 7 Tetreault Drive, Walpole, Mass., who sends the portrait below to verify his identification of old photo.

Maurice Greer and Ray McDowell rivet a brake-beam with a pneumatic tool in the Union Tank Car Company's repair and maintenance shop at Wood River, Illinois. Work is done inside a giant white-domed structure covering 2½ acres of land.
Photograph from Union Tank Car Company

Girl, 15, made this photo. Turn it upside down and it looks the same. Canadian Pacific train is mirrored in Cameron Lake on Vancouver Island, where the Board of Railway Commissioners refuses to let CP abandon its passenger service. The countryside is rugged and photogenic.
Miss Lorraine Wilkie, 595 Leaside Ave., Victoria, B.C., Canada

8661
866
1661
866

Robert L. Hogan, 2250 Pelham Place, Oakland, Calif. 94611

April 26, 1970. New Espee U-330 bucks a spring blizzard near Donner Lake in the Sierra Nevada Mountains on its way uphill to Donner Pass with a special luxury excursion train from Oakland to Truckee, California. Train was called the *Truckee Limited*. It was a sellout, one of the most talked-about excursions in the West, and it ran again on April 25, 1971. The two passengers pictured here were deliriously happy over the unexpected snowfall.

Steam in the Big Woods

Scenes on the narrow-gage railway operated by Cowichan Valley Forest Museum (Box 280, Duncan, B.C., Canada). You can ride an old-style handcar or in one of the two 8-wheeled passenger cars pulled by steam power, over the 1½-mile course. The Museum's ten acres include outdoor historic logging displays and an indoor exhibit. Season opened May 15th; will close at end of September. Admission to Museum is one dollar for adults, children 50¢. Visit it on your vacation.

The Museum has three steamers: (left) a 70-year-old, 12-ton, Vulcan 0-4-OT, No. 24; (right) an 18-ton Vulcan 0-4-0T, No. 25, built in 1910, and a 25-ton Shay, No. 1, class B, Hillcrest (not shown here).

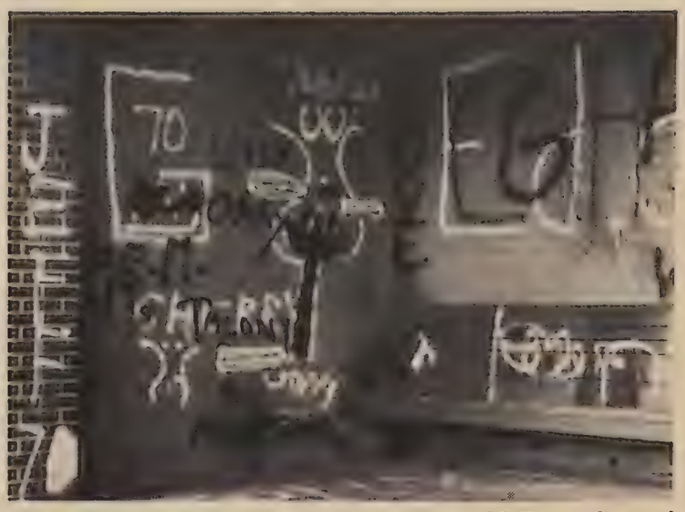
Both photographs from British Columbia Forest Service

Passengers wait for doors to open on San Francisco car just out of Twin Peaks Tunnel.
Photographed April 5, 1970, by Virgil C. Staff

Photographed June 2, 1953, by Elmer Treloar, 101 California St., Highland Park, Mich. 48203

Northbound East Broad Top mixed train stops at Saltillo, Pa., to unload baby chicks.

Eastbound Canadian National freight in Thompson River Canyon, eight miles east of Lytton, British Columbia.
Photograph by Elmer Treloar



Modern disgrace: the waiting room in old Penn Central station at Wissinoming, Pa., as defaced by degenerates.

"Fun-lovers" broke windows in PC enginehouse at 46th Street, Philadelphia. Both photos were made by L. R. Brittingham, top-notch cameraman and PC claim agent; sent to us by William D. Gorman, editor of *The Mutual Magazine.* Bill himself had a terrible experience with thugs in concourse leading to Phila. suburban depot; they blackjacked, razor-gashed, and robbed him. Later, he was on a commuter train when vandals derailed it.

STEAM TODAY in GUATEMALA

TEXT AND PHOTOGRAPHS
By GARY G. ALLEN

YOU CAN still ride behind steam from the Atlantic to the Pacific in North America! I mean in Guatemala, a tropical country slightly smaller than Tennessee, where narrow-gage steam engines are in 24-hour service, seven days a week.

The 500-mile Ferrocarril de Guatemala, usually called FeGua, is the former Guatemala Division of the International Railways of Central America. When the United Fruit Company curtailed its operation in Guatemala in 1964, IRCA went bankrupt. Then other private owners tried to run the railroad profitably. They couldn't. Finally, in 1969, the government had no choice but to nationalize it.

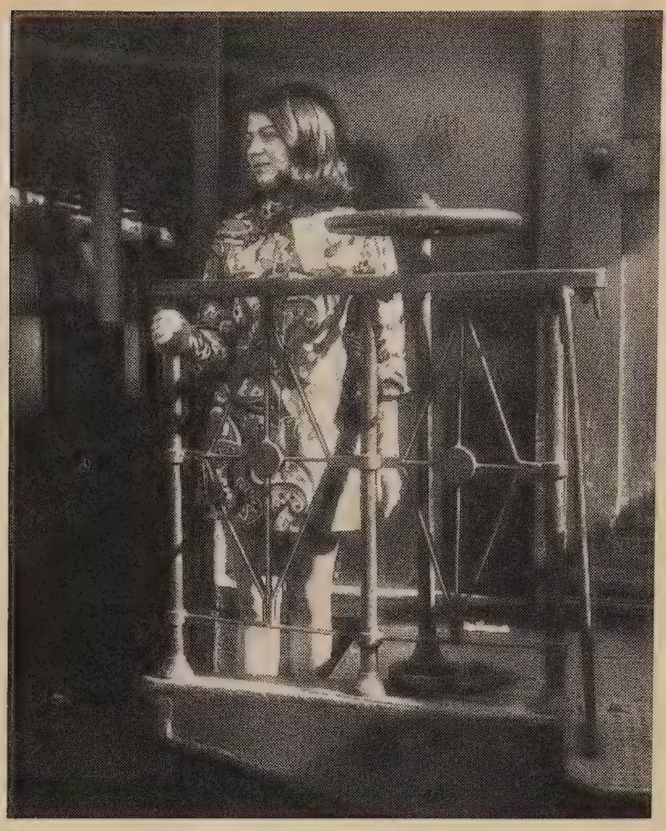
FeGua has two divisions: Everything from Guatemala City east to Puerto Barrios and south to the El Salvador frontier is the Atlantic Division. The rest of the railroad, west to the port of San Jose and north to the Mexican frontier, including three branch lines to the ocean, is the Pacific Division.

In an adjoining country, IRCA still operates its El Salvador Division. It must have seen the handwriting on the wall, for it moved most of the diesel units, along with the company offices, to San Salvador just before folding in Guatemala.

At the moment, FeGua has fifty steam engines and twelve diesel units on the active roster. Steam

This country still has active steam galore, but it won't last much longer. Here, the mixed train from Guatemala City to Puerto Barrios (engines 178 and 187) is crossing Puente de Vacas (bridge of cows).

This 2-8-0 (Baldwin, 1909), road's oldest active loco, has just been overhauled in Guatemala City shops.



Myrna Monroy, seen with engine 183 and on a car platform, works as secretary for the Guatemala Railroad.

can be found on the entire system, in all classes of service. Diesels are assigned to some regular passenger runs, but steam is often used.

Unfortunately for the steam aficionado, the bright picture will begin to fade this July, when three new diesel units of a total order for 18 are received by FeGua at Puerto Barrios. The diesels are being built by General Electric at Bilbao, Spain, and will be delivered three at a time, each month from July to December of this year. As soon as the order is filled, FeGua plans to retire all steam engines; but the ten steamers found to be in the best shape will be stored serviceable.

When this news reached me, I quickly bought a non-stop airline ticket from Los Angeles to Guatemala.

A MID-FEBRUARY morning found me in Guatemala City, staring at a sight I'd never expected to see again: an 18-stall roundhouse full of steam engines!

All were 2-8-2's, the workhorse of the railroad. Most of them were Baldwins, a couple were Porters, and a German Krupp was being refueled in the roundhouse because the back shops were already full of steamers. New flues were arriving on a pushcar shoved by four men. Outside the house, two Baldwins were being made ready for the 7 a.m. mixed train to Puerto Barrios. The road engine had been serviced and its crew was backing it down to the station. The hostler moved the helper engine off the table and past the dispatcher's office, where the road crew swung on, and then to the water plug. When he finished taking water, the hostler turned her over to the crew.

With these two engines out of the way, he could concentrate on the power for the 8 a.m. passenger train to Tecun Uman, on the Mexican frontier. Diesel is regularly assigned to this run, but today steam was called, Baldwin 2-8-2 No. 186. She would take the train all the way on its 177-mile run. With cylinder cocks open, the 186 hissed out of the house and the tender thumped onto the turntable, raising the opposite end six inches into the air. After some juggling, the hostler had her spotted to suit the table operator, and the engine was turned west.

Black area is location of Guatemala.
Map by Albert Herskovits

Nearby, men were shoveling sand off two pushcars onto tracks that led into the house, covering puddles of oil. Inside the roundhouse, sunlight shone through a gaping hole overhead where the roof was being repaired. Porter No. 156 was having her fire lit with an oil-soaked rag fastened to the end of a long wire. House pipes had built up enough steam pressure to warm the boiler and heat the thick fuel oil in the tender so it would flow. Now the Mike had a roaring fire; steam pressure began to climb. The engine was called for the 11 a.m. mixed train to the Pacific port of San Jose. This train is usually assigned steam power.

A track leads through the roundhouse to the first back shop. Here seven steamers stood in various stages of overhaul. Most were separated from their tenders. The place was a beehive of activity, reminiscent of the 1920's. On Baldwin No. 182, two men were crouched in the boiler, putting flues in place, while other new flues were being turned on a lathe in the adjoining machine shop.

An overhead crane was busy moving sets of drivers. The 2-8-0's and the 2-8-2's have outside counterweights on their drivers, while the third set of drivers on these engines lack flanges to

accommodate the sharp curves on the railroad. Elsewhere men were engaged in placing new bricks in a Mikado's firebox, where a drop-cord light illuminated their handiwork.

Then a surprise: Baldwin 2-8-0 No. 68 (Dec. 1909), FeGua's oldest active steamer, was having her gages and cab pipes refitted, completing a major overhaul! I wondered if the railroadmen really believed in the dieselization program. Morning sun filtered through dusty windows on this incredible scene just a week after the Apollo 14 astronauts had walked on the moon!

Between back shops 1 and 2 is a transfer table where 2-8-2 No. 195 (Baldwin, 1948) was waiting her turn at a spot in the shop. She stood driverless, supported only by the front and rear trucks, with the center held up by a set of temporary wheels where the fourth set of drivers belonged. Wood blocks kept these temporary wheels in place. Dead engines are moved in the shops and on the transfer table by means of a cable on a winch operated electrically from the table.

In back shop 2 three more engines were being overhauled. Here blacksmiths were busily forging parts for them. Ironically, the new boiler that supplies steam and air pressure for the shops burns diesel fuel. A sign of our times? In one section of the shop, a two-track diesel service ramp was housing three units. Next to the shop, rows of steam and diesel engines were being cannibalized for parts. Most FeGua diesels are General Electric C-B-C 1000-horsepower jobs dating back to 1950.

According to Roberto Acevedo, FeGua's master mechanic, the older steam engines present a problem in that they may be completely overhauled but break down on the first trip out, due to metal fatigue. There is no way to tell in advance when this might happen.

BEHIND back shop 2, another transfer table is used to move rolling stock under repair or construction in the adjacent passenger car shop. The cream-and-blue cars are basic in design, built for rugged use. All have open-end platfroms to expedite the loading and unloading of passengers.

The old green wooden coaches were removed from service several years ago. Many of them remained in the Guatemala City yards at the time of my visit. Late one evening I watched a steam engine pull out of town with about 15 retired wooden and steel cars destined for storage at Escuintla. The next night another steam engine hauled away a train of old passenger equipment, including a dead rail-diesel car.

In shop 3 was a beautifully maintained wooden private car assigned to the company president. A workman was polishing her brass railings. It pleased me to see such a fine piece of equipment being cared for.

In the shop I also saw a carpenter engaged in a trade that you might think had gone out with cabbage stacks. He was building cowcatchers for steam engines—out of hardwood! The next day, I saw No. 153 (Baldwin, 1929) with one of his new pilots, its natural wood in sharp contrast with

Natives at Escuintla, Guatemala, with bundles and children, pile onto train going to the Mexican border.

the normally black loco. (Pic on page 30.)

In the freight car shop, new banana cars were being built with steel frames and corrugated iron sides and roofs. Unlike recent car construction in the United States, these cars, like all Fe-Gua rolling stock, have brake wheels mounted on the roof. Couplers, wheels, trucks, and other such car parts must be imported from the U.S. at great cost.

Outside shop 4 more freight cars were under repair. The freight yards run the full length of the shops and roundhouse, as far as the depot a few yards beyond the engine facilities, and have a classification tower. Steam was used in the yards once during my visit, but regular yard duty is assigned to a U-8 diesel. A steamer works the outer yard area and industrial sites nearby.

All freight trains run extra and are generally dispatched at night. The eastbound drags often have a helper engine. Both east- and westbound freight trains have helpers as they arrive in 4,910-foot-high Guatemala City, often two. The helpers are always steam. More often than not the freight trains are steam-powered.

ON A COOL and clear February morning I boarded Baldwin No. 161, a 1936 2-8-2, for a cab ride to Rancho, a town 61 miles to the east. No. 161 was assigned helper duty for the 7 a.m. mixed train to Puerto Barrios and would help the train through mountainous country to Rancho. There she would wait for the opposite train and then assist her own train back west to the capital.

The middle-aged crew seemed glad to have a visiting Yank aboard. After some switching, we backed onto the passenger equipment which had been pulled from the stub-end depot by the diesel road engine, that would work the train through to Puerto Barrios. Our train was made up of seven boxcars, the helper, another boxcar for less-than-carload-lot goods, an express car, and six coaches. Thirty minutes later we highballed out of the yards.

For block after block we moved along at a good clip. After a stop to pick up more passengers and packages, we were on our way. Suddenly Guatemala City was behind as we crossed the very high, steel Puente de Vacas (bridge of cows).

Across the bridge was open country, and No. 161 sounded off as we worked upgrade through a cut. Seven miles east of the capital a few pine trees appeared along the right-of-way

East of Escuintla on 3.7 percent grade, 2-8-2 Porter-built helper engine No. 156 is taking water. The other loco, No. 201 (Baldwin, 1948), also is a 2-8-2.

How Mike Eagleson would love to be loose in this Guatemala City back shop!

as we reached Menocal, at an elevation of 4,935 feet, the highest point on this line. During the quick stop the crew made instant coffee with hot water from the boiler.

We batted around curves at a good pace. There were only two tunnels on the run. We went through the first of them and passed over the highway on a high bridge, which brought us to Agua Caliente, a resort and hot springs bathing place, thus the name. On the far side of town was the other tunnel. Each took about a minute to pass through.

The rolling hills of the countryside became more barren as we approached Rancho, where the setting was semi-desert. The landscape is something like California's Tehachapi Mountains. I had pictured Guatemala as having wall-to-wall jungle. It doesn't. Guatemala City enjoys springlike weather the year round, and much of the country is the same. The Atlantic and Pacific coasts are hot and tropical, without which the country's leading exports, bananas and coffee, would not grow. And without that business the railroad would be in bad shape.

Down a long grade and we were in Rancho at 11:30. No. 161 was here moved out of the train, and the diesel took the consist on to Puerto Barrios, 136 miles east.

A HOSTLER with his helper were on duty at Rancho. As soon as No. 161 was off the main line, he took over, moving her down to the water tank at the west end of town. Next, the engine was spotted for fuel oil, and then turned on the wye and parked over an open pit across from the station agent's office. The engine crew soon got underneath and checked the running gear. Presently the engineer emerged, found a piece of wood, and whittled it into a wedge. This he drove in by a loose main rod. To my surprise, this held all the way back to Guatemala City.

After the crew had attended to the engine, they broke out lunch. The engineer provided beef, potatoes, and other cooked vegetables; these, along with soup and tortillas courtesy of the fireman, were heated on the steel plate just above the firebox door. In a few minutes they were steaming hot and quite tasty.

As the train from Barrios was late, I had ample time to explore the village. Rancho consists of small houses and shops. Under its only substantial tree, a Sunday market was in operation. The wares, anything from coconuts and bananas to bolts of cloth, were spread out on the ground. When music was not blaring from a juke box —mostly American hit songs—I could hear No. 161 hissing a few yards away.

At 2:30 p.m., an hour late, the west-

Another view of Escuintla. At left, 2-8-2 Porter No. 156 is on San Jose train. No. 108 is 2-8-0 Baldwin-built yard goat.

bound mixed train arrived, powered by 2-8-2 No. 178 (Baldwin, 1946). The hostler moved No. 161 back down to the water tank; after standing for three hours, she needed to be topped off. Then No. 178 was cut off her train and took water. After that the westbound train was made up with the 178 as road engine, three tank cars, No. 161 as helper, an LCL box, an express car, and six coaches.

THE CONDUCTOR waved a highball at 3:30 p.m., and when we left Rancho everybody in town knew it. With throttles wide open, the two Mikes got a roll on the short train for the 3.3 percent grade that lay ahead. The fireman on the helper engine stood in front of his seat, facing the engineer, with a gloved hand on the firing valve. With the other hand he adjusted the atomizer and worked the injector.

I sat on the seatbox listening to the rapid, chopped bark of No. 161 as our pace slackened and we dug into the steep grade. It was all here, the old familiar life aboard a working steam engine: the smell of smoke and hot valve oil, a faint spray of steam and water in the face, the sound of the pulsating oil fire, the banging of the steel deck plate, the sound of the wheels, and above all the wail of the whistle, reaching a crescendo of motion and life not found in any other form.

Conversation in the cab was impossible. Hand signals provided necessary communication. If that road engine was working, you couldn't tell by listening. Even when steam rose from his whistle it could not be heard from our engine. In the mad rush through the hills the outside world was forgotten: Vietnam, revolutions, traffic jams, and so on. All that mattered was the here and now.

Glancing back at the swaying coaches, I could see passengers, young and old, leaning from the windows taking it all in. For six miles we negotiated the hairpin curves that were possible only on a narrow gage. At one point three levels of track were visible below us. Then over the summit we rolled and came to a stop on level track at Progresso. The fireman on the lead engine took water, then the train eased forward.

Standing on the tender, our fireman gave a stop sign, but we were past the spot. Three blasts of the whistle and our helper engineer backed up the whole train and stopped it with the engine brake. After a check of that wooden wedge, a bit of oil here and there on the rods, and an overflowing tank, we were again on our way.

The grade through the hills to Guatemala City varies from this point between zero and 3.0, uphill and down. The speed limit of 25 miles per hour may not seem like much until you consider that some curves are so sharp that No. 178, only three car-lengths ahead of the helper, was sometimes out of sight. We slammed around curve after curve at the speed limit; our en-

Embryo railfans watch 2-8-2 No. 161 (Baldwin, 1936), helper engine to Rancho.

gine hit them so hard that I had to prop up one foot against the boiler and hold on to keep from being thrown to the deck. By now the crew had donned the traditional bandanas, but not for show. The cars ahead were kicking up dust.

When a town would appear, with throttle wide open the road engine would slam past assembled passengers and spectators. Then, almost simultaneously, both hoggers shut them about halfway off, and the road engine braked us to a working halt. After we had stopped the throttles were at last shut all the way off.

At a water stop I walked ahead to ride on No. 178. I was dirty. It is not possible to ride a steam engine without getting filthy within a minute after climbing aboard.

After a highball, we resumed our wild dash through the hills. The throttle on No. 178 differed from that of the helper, being of the cradle type, suspended from the ceiling. No. 161 had a horizontal one mounted directly to the boiler. All the newer FeGua engines have the cradle-type throttle. It was easier riding on the road engine, which didn't jump around as much, and there was no dust to contend with.

After about ten miles I bid the head-end crew farewell and returned to the helper. In a few minutes, working up the grade, we entered one of the two tunnels we had drifted through on the eastbound trip. Now smoke billowed into the cab. Its hot thick taste made breathing difficult. The engineer had put a wet cloth over his mouth and squatted down on the cab floor, but the fireman and I had no such escape. Fortunately, the tunnel was not long, and soon we broke into the late afternoon sunshine and clear, fresh air.

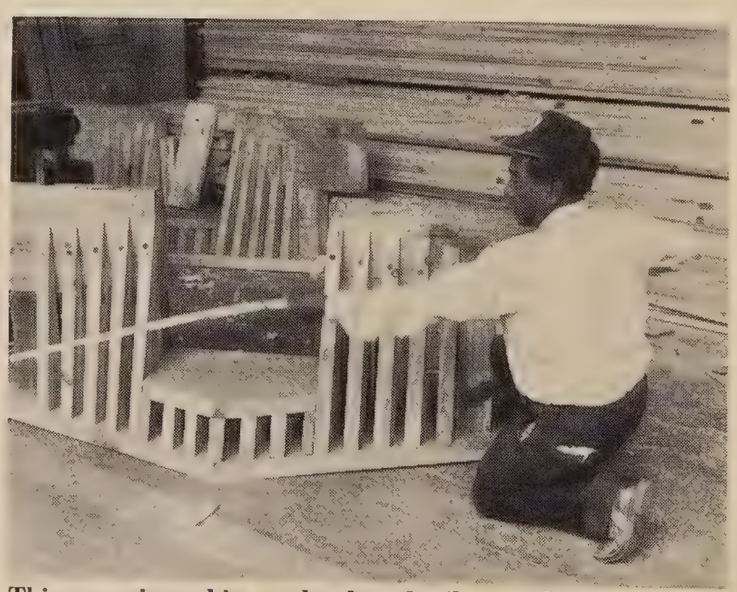
Nightfall caught up with us; the fascinating life aboard the steam engine took on a new look. The fire glowed a brilliant orange in the cab, and under the engine it lit up the landscape with flashes of color. Now the dynamo hummed and cab lights illuminated the gages. Ahead, No. 178's fire reflected on trailing smoke above the cab—an eerie, beautiful picture.

Suddenly her headlight picked up a steam engine on the head end of a freight drag. Around a curve stood a helper, about midway back in the train. Our speed was too great for me to cross the cab and note the engine numbers and other such details. The engines flashed by, permitting but a split-second glance into their cabs; then the yellow caboose with its big marker lights, and they were gone.

The lights of Guatemala's capital city gleamed in the clear night air below us. At 7:30 we rolled smoothly into the yards, four hours after leaving Rancho. They were a much more interesting four hours than I had spent on a jet plane flying down to Guatemala.

AT 8 O'CLOCK one morning I was aboard the train to the Mexican frontier, for the ride to Escuintla, 47 miles west of the capital.

"Doping" a hotbox on the mixed train to Puerto Barrios.



This man is making a hardwood pilot in Guatemala City.

The train of six passenger cars was diesel-powered that day. At Santa Maria, eight miles west of Escuintla, it branched off from the San Jose route and headed north toward the border.

The cars, all second class, were elementary and strictly functional. Soft drinks were sold by a Guatemalan Negro who spoke fluent English. This day's train had a flock of girls about 12 or 13 years old, making for a noisy trip. At each stop, vendors would sell their wares to passengers through the windows. If time allowed, some would come aboard. A few rode the train for two or three stops, then came back on an eastbound passenger run.

Two hours later we rolled into Escuintla, on the edge of the jungle, on time. It was warmer, to be sure, than the highlands, and the land was green with grass and trees. The nine-stall roundhouse housed an old, dateless Baldwin 2-8-0, No. 108, which was the regular yard engine here. Two Mikes on helper duty shared the house.

Meanwhile, another steamer was switching the yard. On a weed-grown siding were the tenderless shells of a pair of 2-6-6-2's, Nos. 250 and 251, both from the now-abandoned Uintah Railway in Utah. A hobo lives in the otherwise useless boiler of No. 251, and when he cooks the smoke goes up the stack.

The daily mixed train from San Jose, due in Escuintla at 7:25 a.m., was three hours late on this day. A hostler was servicing its 2-8-2 engine, No. 201, (Baldwin, 1948), one of the last steamers purchased by the railroad. On this day the mixed train had nine cars and required a helper. A Porter 2-8-2, No. 156, assigned to this job, was cut into the train between the freight and passenger equipment.

The master mechanic's office had issued me a first-class pass to ride on locomotives between Escuintla and Guatemala City. I set my 4x5 Speed Graphic on the deck of the helper and climbed on just as the orders were handed up. The two Mikes had their work cut out for the 3.6 grade out of Escuintla. The helper seemed to be on the verge of needing a complete overhaul. She rode roughly; when the drivers slipped, they gave her a severe shaking.

Instead of closing the throttle, the engineer let momentum and the road engine carry us through. He stood up and gave the throttle one last tug, turned the sanders on, then climbed out through the front of the cab and walked along the gangway to investigate a pounding rod.

After a water stop in the semi-jungle, we started up the steepest grade on the entire railroad, three miles of 3.7 percent. The Mikes were chanting to the hills. Some of the curves along this track were so sharp that I could see only a car-length and a half ahead of the helper. At Palin we broke out of the tropical landscape, and the grade eased off to a more reasonable one percent. Here we again took water. Usually the helper, or more than one, is cut out here, but this time, with more cars to pick up and some grades over 2 percent ahead of us, she worked through to Guatemala City, some 32 miles away.

I went ahead to ride the road engine, and found it being operated by a crew I had ridden with before. Unlike some engine crews I've known in other lands, FeGua's men seem to observe Rule G pretty well, preferring coffee.

I had brought with me some back issues of *Railroad Magazine* and *Trains*, as I do every time I ride engines outside the United States, and presented copies to the enginemen. As we steamed along, the fireman looked at an article in *Railroad*, by B. Thomas Walsh, on the current steam situation in Mexico. The engineer crossed over the cab to glance at a picture of a Mexican steamer they recognized. People traveling foreign railroads are well advised to take copies of both magazines with them.

The countryside east of Palin is farming, with some ranching. Much of it is level. We stopped at Atitlán to pick up more cars, after which we skirted the shore of the beautiful Lake Atitlán for about four miles. Here and there women wash clothes in the lake water and little boys swim naked.

About a mile east of Villa Canales we made our last water stop. As we clanked up to the tank, we had a big surprise, a topless show, Guatemala style. Women were laundering clothes in a pond below the tank. One, showing her well-developed breasts quite plainly, was washing her hair, apparently unconcerned with our presence. The crew seemed scarcely to notice her. Such occurrences are common and natural in rural Guatemala.

The last hill into Guatemala City had a 2-plus grade. With steam pressure at 165 pounds, it wasn't long before the two Mikes were talking to the hills. As we neared the summit, houses appeared and children ran to the right-of-way to watch our passing. I don't know how much attention they pay to diesel-powered trains, but I think they'll never forget the sound of steam engines laboring up that 2.2 percent grade to the summit at De Sola, 5,009 feet above sea level and highest point on the entire system, three miles from the station. In the late afternoon sun we rolled into town, past the new civic center, its modern buildings standing out in contrast to our steam engine.

If FeGua's dieselization program goes according to plan, steam will soon be only a memory in Guatemala. But for the moment it lives; it is here and now. So if you want to see big-time steam operations on a narrow-gage scale, catch a Boeing 707 while there's still time. ●

The sun setting on Guatemala silhouettes 2-8-2 No. 180 wheeling string of freight to Puerto Barrios.

PASSENGER TRAIN SURVEY

IN SOME respects Railpax is a disaster. It has automatically wiped out many of America's inter-city passenger trains and *may* even do away with all of them in the distant future. At best it is a patchwork compromise with railroad managements which naturally resent being forced to lose money by carrying human beings from one point to another. But why does our Federal Government find billions in tax money to fight a cruel war in Asia and collect dusty specimens of rock from the moon and yet "can't afford" an all-out financing of passenger trains as a public service?

Railpax—short for the National Railroad Passenger Corporation—has stirred up a hornets' nest of protest. The original idea, when Congress passed the Rail Passenger Service Act of 1970, was to form a corporation to take over the operation of inter-city passenger trains, thus halting the parade of discontinuances and at the same time improving service. The sad fact is that when Railpax was being formulated, the carriers had applications to drop as many as 110 trains from service. Even if the Interstate Commerce Commission had granted all those requests, there still would be more passenger trains running today than the number Railpax is operating!

Under Railpax, how many passenger trains now serve Wyoming, Arkansas, South Dakota, Vermont, New Hampshire, and Maine—six states with a total population exceeding five million? The answer: practically none! The same can be said for a number of big cities such as Toledo, Ohio; Des Moines, Iowa; Erie, Pa.; Little Rock, Ark.; Tulsa, Okla.; and Knoxville, Tennessee. Not one of these places is connected with the rest of the nation by passenger train!

Railpax is a "disguised outrage," according to Nick Thimmesch, a nationally syndicated columnist. Nick points out that even the town of Deshler, Ohio, where President Nixon gazed from the rear of his 1968 campaign train and saw a little girl holding up a sign reading "Bring Us Together—Again." has been eradicated from the map by the Railpax setup.

But Anthony Haswell, chairman of the National Association of Railroad Passengers and one of our *Interesting Railfans*, finds consolation in the fact that Railpax is operating several trains which NARP has fought for before regulatory agencies. These include the *California Zephyr* (what's left of it), the *Sunset*, and the *James Whitcomb Riley*. And David W. Kendall, chairman of Railpax, professes optimism. He maintains that a centrally-managed passenger network will revitalize service.

"Decisions," he says, "were based on the following criteria: current train ridership and number of trains per week, current operating costs on each route, adequacy of other travel modes, total population of cities along the route, and the physical characteristics of track and equipment.

"In effect, we have tackled an extremely complex situation and converted it into the beginnings of an efficient system. We are taking the best equipment—some 1,500 out of 3,300 existing railroad passenger cars—operated by 22 different railroads, with a mass of schedules that for the most part are not coordinated with one another and losing more than $235 million annually."

In the wake of an avalanche of complaints, Transportation Secretary John A. Volpe added five new "city pairs" to the "skeleton" rail passenger network unveiled last year for Railpax. This brought to 21 the number of city pairs in the complex which went into operation May first.

In a press conference, Mr. Volpe said the expansion of routes was made entirely on the basis of information obtained from "later studies" rather than because of "any political pressure." Yet he did reveal that he had received more than 3,000 written communications plus "countless" telephone calls and personal visits since unveiling the preliminary plan, and added that all of his mail "has not been fan mail."

Other additions may be made to the basic system at any time, according to Mr. Kendall, if these prove economically wise or if a state or regional agency agrees to reimburse the corporation for no less than two-thirds of the cost of added service.

Mr. Haswell has kind words for the avowed purpose of Railpax, but regards as "grossly inadequate" much of the new service, particularly between the East and Midwest and between the populous cities of the Great Lakes region. NARP is continuing to push for service on the routes which link New York with Cincinnati, Chicago, Louisville, and Montreal; also on those linking Chicago with Austin, San Antonio, Mexico City, and Los Angeles via El Paso, Tucson, and Phoenix.

Railway Age, weekly journal of the rail industry, criticizes the high salary levels of Railpax officials, but adds: "If Railpax is to become a going concern, it must be prepared to pay the price for executive talent that other going concerns pay." A public relations firm has been retained to promote Railpax and conduct an advertising campaign to keep the public informed. *Railway Age* says this campaign will start in a small way but its cost could rise to $4 million a year! It may surprise you to learn that Railpax has chosen American Airlines to produce an effective reservation system for railroad tickets.

The Railpax incorporators were asked, "How many jobs of railroad employees will be cut?" Their answer was, "Probably around 15,000"—slightly more than half of the 28,000 jobs then existing in passenger service. Meanwhile, each of the incorporators has been getting paid $300 per meeting while they talk about how to run passenger trains, *Railway Age* reports, and they have been meeting three to five times per week this year.

As American rail travel continues to fall off, word from Europe reveals that the railways there are *gaining* passengers and that last year they operated some 200 billion passenger-miles, an increase of about 5 percent over 1968, as compared with the total of 12 billion passenger-miles tallied in the United States in 1970. These figures come from the International Union of Railways.

A well-written article on the Lackawanna *Phoebe Snow*, entitled "A Train to Remember," by Richard G. Durnin and Perry Billington, Jr., may be found in Vol. 35, No. 6, of the National Railway Historical Society *Bulletin*, edited by William C. Wagner, Box 2051, Philadelphia, Pa. 19103.

We were somewhat shocked to read this statement the other day by James A. Schultz of the Association of American Railroads, in *The Christian Science Monitor*: "Just as the stagecoach had no role when the railroad came along, running passenger trains is detrimental to the whole railroad system."

Canadian National has been ordered by the Canadian Transport Commission to continue operating the *Super Continental* passenger train. But the Commission reiterates its intention to call public hearings on integrating the tran continental services of the *Super Con tinental* and the Canadian Pacific's *Canadian*. Each one lost about $15 million in 1969. The *Chronicle-Herald* of Halifax, Nova Scotia, editorializes:

Both trains link Montreal with the West Coast. Both are an integral part of railway passenger travel across the contine Both are heavy money losers,

A rainy morning at Berkeley, California. The train is Southern Pacific's 52, the *San Joaquin Daylight*.
Photographed Jan. 10, 1971, by Virgil C. Staff

chiefly because of the high cost of sleeping and dining services.

The action of the CTC is most welcome. For far too long the travelling public has been hampered in its movements by the wholesale abandonment of railway passenger trains. The Commission, in these latest directives, is showing consideration for the needs of Canadians.

At the same time, the Commission is embarking, wisely, upon investigations which could lead to a rationalization of the two transcontinental services, with reductions in the indebtedness currently being suffered by the railways.

Penn Central has cut its week-end excursion fares between Washington, Philadelphia, and New York, thus reducing the cost of two-day round trip tickets to about 40 percent below regular fares. Tickets must be bought before boarding trains.

Acting on requests from many passengers, the Long Island Rail Road is testing plans to reduce the number of its smoking cars and thus assign more coaches to riders who like to breathe unpolluted air. As we go to press, all LIRR trains still have an equal number of smoking and non-smoking cars, but management is analyzing the replies received from questionnaires that its Metro Mini-Maids and other employes handed out to commuters. Each rider was asked to state if he or she preferred to travel in smoking or non-smoking cars. The survey's results could lead to fewer smoking cars on the entire system, in line with the national anti-tobacco trend as a health measure.

Another recent activity of the Metro Mini-Maids was distributing the first issue of a new publication, *Long Island Rail Road Show-Goers Guide to New York City*, which listed current Broadway and off-Broadway shows and told how to reach them. Three stars from a popular musical, "The Fantasticks," performed in the LIRR concourse at Penn Station in a further effort to get people to ride trains.

We learn from Mrs. Lillian Zarakov, The Croydon, 12 E. 86th St., New York, N.Y. 10028, that she has a baggage-mail-smoking car from the Casco Railroad for sale to anyone who will "keep it in the fine condition it merits."

Jersey Central recently showed representatives of the N.J. State Department of Transportation a completely refurbished commuter coach. The renovated coach is being assigned to trains in both mainline and shore territory and passengers are asked for their reaction. As many as 120 cars will be similarly improved. The display coach was completely redecorated inside and out. The exterior is blue, with letterboard and CNJ's "Miss Liberty" insignia in gold. Roof and wheel trucks are black.

Pic by Russ Reed, *Oakland Tribune*

INTERESTING RAILFANS NO. 103
HARRE W. DEMORO

by FREEMAN HUBBARD

HE STANDS OUT in a crowd: Harre W. Demoro, six feet one, black hair tinged with gray. Garbed in the nonchalance typical of newsmen. Gaudy bright shirt, wide tie. When off duty he often has a camera hanging from his neck, a light-meter in one hand, and pockets bulging with exposed and unexposed film. Usually he is too involved in covering assignments to notice that his horn-rimmed glasses are nearly at the outer end of his nose or that a shirt-tail is hanging below his tweed jacket.

If his delectable blonde wife, Judy, gowned like a fashion plate, hopes to turn him into a clothes-horse, she'll never make it. Harre is a staff writer for the influential *Oakland Tribune* in California. I know the breed. Used to be a newsmen myself on metropolitan dailies. Except for the late Lucius Beebe, I have yet to meet a member of the fourth estate who ranks among the ten best-dressed.

Harre is also a pack-rat. Collects trolleyana and uses old trolley-controller handles as paperweights.

"Like many a collector," opines Ralph E. White, traffic manager of Washington State Ferries, Seattle, "he is no housekeeper. His study, located below the living room of his home in Oakland, is unbelievably untidy. Stacks of dusty bulletins, newspapers, and old schedules are piled throughout the room. I suspect that his cataloguing of negatives is kept fairly up-to-date only because, if he ever once laid them down, he'd never find them again."

Incidentally, Harre and his father, Ralph W. Demoro—likewise a distinguished railfan, now 70, whose steam and traction pix I remember publishing in *Railroad Magazine* years ago—jointly own about 30,000 negatives, almost all originals but not all transportation subjects. No. 103 also has a library of rail books, a few *Official Guides,* some traction hardware, and the huge collection of BART technical data that caught Mr. White's eye.

"His room is a booby-trap for first-time visitors," the traffic manager states. "Last July, when calling on Demoro, I entered his study and proceeded to stumble over railway lanterns, fare registers, and streetcar seats. But we did manage to spend a few happy hours examining photos and discussing early railway lines."

Like Elmer Treloar, another gentleman in the *Interesting Railfans* series, my current subject is fascinated by ferryboats and inland steamships as well as rails. Mr. White's relationship with him began strictly on a business level, with Demoro consulting the ferry management for data on vessels, traffic, and personnel. Their mutual interests led to a firm friendship.

Born in Oakland on July 8, 1939, Harre often rode Key System trains and streetcars on railfan jaunts with his father. His picture-taking increased when he grew old enough to strike out on his own. More than once he cut school to ride Sacramento Northern freights.

"I found the crews most cooperative," he recalls, "and my parents didn't object. But I never rode boxcars, only the engine cab or caboose cupola. Of course, I always took my camera along. A once-in-a-lifetime experience comes to mind. A freeway was being built adjacent to the Key System's elevated train station in San Francisco. Although one of the approach ramps had been completed, it was not yet opened to traffic. Walking up the ramp with a camera, I got an interesting shot of a Key train on a curve approaching the terminal. That photo I treasure."

In 1953 the lad bought a 620 folding camera, which he still uses occasionally, and since then has never strayed from the 2¼x3¼ size negative. A year later he made his first trip to Los Angeles, via the Southern Pacific's *Starlight,* to photograph the Pacific Electric.

Our hero learned much about electric railways from Vernon J. Sappers of Oakland, with whom he collaborated on several annual exhibits of photography in Alameda, featuring trains and traction. In the early 1960's they did two large photo displays on Oakland transit history for the then-new Alameda Contra Costa Transit District. This period was a turning point in Harre's life. With steam gone and trolleys van-

Waiting until rush hour: San Francisco Muni cars at Geary Street barn in 1956.

ishing, he began to view photography as a reference tool useful for publications that would permanently record Bay Area railroading. The fact that some railroads owned ferries and/or inland steamers helped to widen the scope of his hobby.

"My happiest effort," he boasts, "was covering Puget Sound ferries. I photographed everything from keel to wheelhouse, including the crews and engine-rooms, decks, and details such as lamps and stained-glass windows, even the restaurants. Donald Duke of Golden West Books turned the results into a volume called *The Evergreen Fleet,* published in April. Don is an excellent editor; I was fortunate to work under his direction."

Right, Harre! Don put out two books of mine, *Railroad Avenue* and a collaborative job, *The Railroad Caboose,* and I never had better cooperation from a publisher. Harre's first newspaper job was with the San Leandro, Calif., *Morning News* in 1962. Through a fellow reporter on that paper he met a saucy school teacher, Judy Anderson, with an irresistible smile. Love's old story. They promenaded up to the altar in 1964. Their little daughter, Kristin Ann, born in '66, was initiated into train-riding last February with her father on the SP's *San Joaquin Daylight.*

Meanwhile, Harre had worked on four other dailies before hiring out to Roy Grimm, the *Oakland Tribune's* city editor. Last March a study was issued with recommendations aimed at upgrading the San Francisco Municipal Railway, including this item:

The public relations department of the Muni should be a 'prod' with management to uncover and publicize all positive benefits which it can uncover. A case in point is the rather minor treatment given by the San Francisco press to the announcement of the type of cars which the Muni will operate when BART (Bay Area Rapid Transit District) and the under-Market Street subway is completed. Yet an alert reporter on the *Oakland Tribune* took this material, researched it, and produced a feature article and picture of 'the car of the future' in the Sunday *Tribune.*

That reporter is Harre Demoro. A Muni executive, who perhaps, too, was being indirectly criticized in the above paragraph, remarked privately: "There isn't a newspaperman in the business who knows enough about transit to carry Demoro's briefcase."

Some of Harre's co-workers are quoted as saying that he often is better informed on the transportation subject he is covering than are the men he interviews or those in charge of the

Old Key System trolleys in Oakland, 41st and Piedmont Streets, en route to San Francisco, in 1955. Demoro often has people in the camera studies he makes.

Another fine example of railfan 103's photo-taking shows not only Muni equipment at Market and Stockton Streets in 1968 but also a number of passengers, unposed.

projects involved. Roy Grimm puts it this way: "No other reporter for a general circulation newspaper in the West, that I know of, begins to have Demoro's knowledge of mass transit."

The following item comes from Larry L. Coffman, transportation coordinator of the Puget Sound Governmental Conference, Seattle: "I believe Harre Demoro is the nation's best and most knowledgeable transit writer. His prolific outpourings carry over into his personal correspondence, too. My dog-eared folder tagged 'Demoro Materials No. 3' fairly bulges with BART clippings, sage observations on the Seattle Transit System, and so on."

Mr. Coffman recalls a ride with Harre through the Twin Peaks tunnel, San Francisco, on a Muni PCC to the end of the line, punctuated by a non-stop description by his companion of the history of PCC cars; and Roy Grimm states:

"As city editor of a metropolitan daily, I have working for me several reporters who specialize in certain fields, but not one of them is as familiar with his field as Demoro is with transportation. This is not always an unmixed blessing to an editor. Harre knows so much and has such an avid interest that, at times, his stories are too technical for our readers, or at least tell more than I think they want to know about transit. Often we argue; Harre retools a feature, putting it into layman's terms, and we print it.

"For several years the *Oakland Tribune* has been consistently ahead of its opposition in reporting day-to-day developments and long-range prognosis for BART. The politicians and publicists can't fool Demoro. He is too well informed for that. Besides, he has the trust of too many technical experts working on the huge project to be easily misled or duped.

"About a year ago, he learned from one of his sources that BART workers were going to electrify a stretch of track in southern Alameda County for a test program. No one in BART had planned to mention the program right away. But Harre climbed all over a supervisor, who quickly agreed he'd better put up additional warning signs, because safety covers were not installed over the third rail. We took a picture, Harre wrote a story cautioning the public about third-rail dangers, and we ran it on page one.

"By the next day all other newspapers in the area, plus radio and TV stations, had picked it up and repeated the warning. That was a public service. Who knows, Harre may have saved a life by breaking the story when he did. But the BART publicist was furious. He said he'd been planning a major public relations announcement a week or two later. Even so, he eventually showed the *Tribune's* page one to his directors, saying: 'See what we do to serve the public.' "

Two years ago, my subject earned a $1,000 award and a bronze medal from the National Society of Professional Engineers for his reporting of BART construction, especially "the role engineers play in society," topping a list of 103 American journalists. It was a testimony to Harre's penchant for looking beyond and beneath BART publicity releases to insure that details of the design and development were sound. No element of the great system —from couplers to construction or fare-collection units—escapes examination, if not personal testing, by Harre Demoro. He is one of the *Tribune's* few staff writers whose stories are by-lined almost every day.

"Probably no other metropolitan daily in the nation consistently runs so much rail transportation news, thanks largely to him and his city editor," comments Ralph Kerchum, principal of an Oakland public school. "Fellow journalists tease him about the pictures of trains, streetcars, and ferries that adorn the wall beside his desk, saying they prefer pin-up girls and asking if BART will ever replace sex as the number one subject of public interest."

Mr. Kerchum himself is remembered as the principal who saw to it that every class in his school, except kindergarten, had a chance to ride Key System electric trains over the San Francisco-Oakland bridge during the final week of service in 1958. *Railroad Magazine* featured it with a doublespread of pictures.

Harre often contributes news and pix to Steve Maguire's *Transit Topics*. His material also has appeared in *Interurbans, The Western Railroader,* the NRHS *Bulletin, San Francisco Business,* and *San Francisco Magazine*. His *BART at Midpoint,* a history of the project up to 1968, came out as *Interurbans Special* 31. Demoro projects are now in the works for NRHS *Bulletin,* Golden West Books, and *Interurbans.*

Now listen to James H. Leonard, assistant to the general manager of San Francisco Public Utilities: "Demoro has helped us in modernizing our Municipal Railway because he understands our decisions to retain and enhance rail transit and other electrically-motivated vehicles. One day we were discussing Muni equipment and Harre said: 'You know, you folks have the last PCC car built in North America. It's No. 1040.' I mentioned that Jack Woods, Muni's general manager, might like to pick up some used PCC's to help fill the gap between now and when our 78 new subway-surface cars would be in operation; and Harre replied: 'Tell Jack I know where he can get eight or ten; they're in St. Louis.' "

Bill Dorais, a Muni employe, defines Harre as "a first-rate reporter who gets his facts straight and has no patience with stuffed shirts."

"Walking down a street with him is a real experience," enthuses D. G. Hammond, BART's assistant general manager of operations and engineering. "When a streetcar passes, he can give you its history, just like telling you about an old friend. Although he is still a young man, he can and does relate, at the drop of a hat, transit histories of long ago as if he had been there at the time. He recalls vanished trolley systems like current events."

Mrs. Virginia Dennison, public information manager of AC Transit, Oakland, informs me that she and Harre Demoro have different ways of going after a story.

"I belong to the old school of looking for what the story is and trying to do an unbiased job of analysis," she says. "He is the new school, seeking a phrase or statement that makes a headline, and he does it well. By projecting his hobby into a profession, Harre has become one of the most knowledgeable transportation writers in the country.

"The innovative operations of AC Transit as a new, publicly-owned bus transit district and the start of BART construction coincided with Harre's hiring out to the *Oakland Tribune,* and transportation has been his writing field ever since. Determined and aggressive, he pushes his way by telephone, often in person. I have known him to create static by arguing points of operation apparently for pure enjoyment and have heard him admit that he likes to give people a bad time. But he ends up by getting a story.

"He rides an AC Transit bus to work and even has learned to drive one—around a division yard, wearing a motorman's cap. Typically, he also carries a note pad to jot down anything wrong with a bus he's on. The general manager, Alan L. Bingham, not only encourages Harre's observations but the two of them often ride a bus together, discussing service and problems along the way."

A few weeks ago, the Southern Pa-

cific gave a dinner to a group of *Tribune* executives aboard a dining car on a train. Harre was invited. One SP brass collar quietly asked Mr. Grimm; "Where in hell did that guy learn so much about railroads?" At the same meal, when a certain train passed, Harre glanced out the window, turned, and answered a *Tribune* financial executive's question before any SP man could, by naming the train, its destination, and its locomotive type. When he added the year SP had bought the equipment, someone advised: "Get Demoro another drink before he tells us the engineer's name."

"As far as I know," Mr. Grimm informs me, "Harre is the first reporter to run a BART laboratory car. He wrote a story on what it was like to sit at the controls while automation and the computer did the thinking. Harre is jealous about the accuracy of his copy. Woe to the desk man who produces an error by changing or cutting a Demoro piece! Then the jolly fellow with a ready smile gets hot and angry. Some news sources also have run afoul of his temper. When one of them crosses him by lying or giving alibis, Harre can lean down hard. He is tough when the going gets rough. I rate that quality high in reporters."

Like most of the journalists I know, railfan 103 eats fast, walks briskly, and makes rapid decisions. He has a large dog named Buff, adopted as an abandoned puppy, and a sleek cat, Tyger, and he belongs to the National Railway Historical Society and the Golden State Transportation Historical Society.

"Among my pet peeves," he admits, "is the nation's love affair with automobiles. I also resent wanton destruction of environment and railfans who ask for free photos. Some buffs always seem to be writing books that never get published and use them as an excuse to solicit pictures. If the book is definitely going to be published, I gladly lend photos for it.

"One of my good friends, Ira Swett, has helped many hobbyists, myself included, to get in print. If it weren't for him, some worthwhile electric railway works would never see the light of day. As for *Railroad,* I have enjoyed it since before I learned to spell. I like your magazine because it is easy reading and doesn't take itself too seriously."

Harre feels that a railroad picture should tell a story. "Builders' or roster-type photos show equipment and make it easy for you to compare various classes of locos or trolleys; but scenic or action views, which I prefer, present the subject in its physical setting. Numerous photos depict streetcars but ig-

Photographed September 25, 1954, by Harre W. Demoro

Scene at Beverly Hills, Calif.: last full day of service on Pacific Electric (Metropolitan Coach Lines).

Every day on the Powell Street cable cars is a busy day.

Harre's wife, Judy, and daughter, Kristin, at the end of California Street cable car line in San Francisco.

All pictures on these two pages by Harre W. Demoro

The state provides first-class rapid transit on San Francisco-Oakland Bay bridge. We see a Key System unit rounding the curve on the elevated structure to San Francisco terminal in 1956. The catenary, originally installed for the Southern Pacific and Sacramento Northern railroads, hadn't been used for years.

Harre shot this Southern Pacific RDC car 10 through the tules growing on the shore at Martinez, Calif., in 1954.

SP 4-6-2 with freight drag leaving Tracy, Calif., in 1955 was photographed with a Century Graphic camera.

nore the reason why they exist. That reason is passengers. I shoot both interiors and exteriors and try to include crew men and/or passengers.

"Bridges, signal towers, stations, and trackside oddities are important background material in train and trolley pix. Many San Francisco streets still have quaint Victorian structures. Enjoyable vistas sweeping the Bay and Eastbay hills form wonderful backdrops. When I set up for a photo—which means merely picking a spot for a hand-held camera—it is usually after a close inspection of the location.

"I may want to show the trolley in a maze of switches or shadowed by a complex of overhead wires. Once I spent days getting the Seattle Space Needle in the background of trolleybus shots. Mission Park on the Muni's J car line has many photogenic angles, as Virgil Staff discovered years ago. I took one shot of a PCC passing a clothesline full of wash. Another composition of mine shows a streetcar on a private way—not unusual except that a child is hitching a free ride on back of the trolley, an unexpected addition which makes the picture.

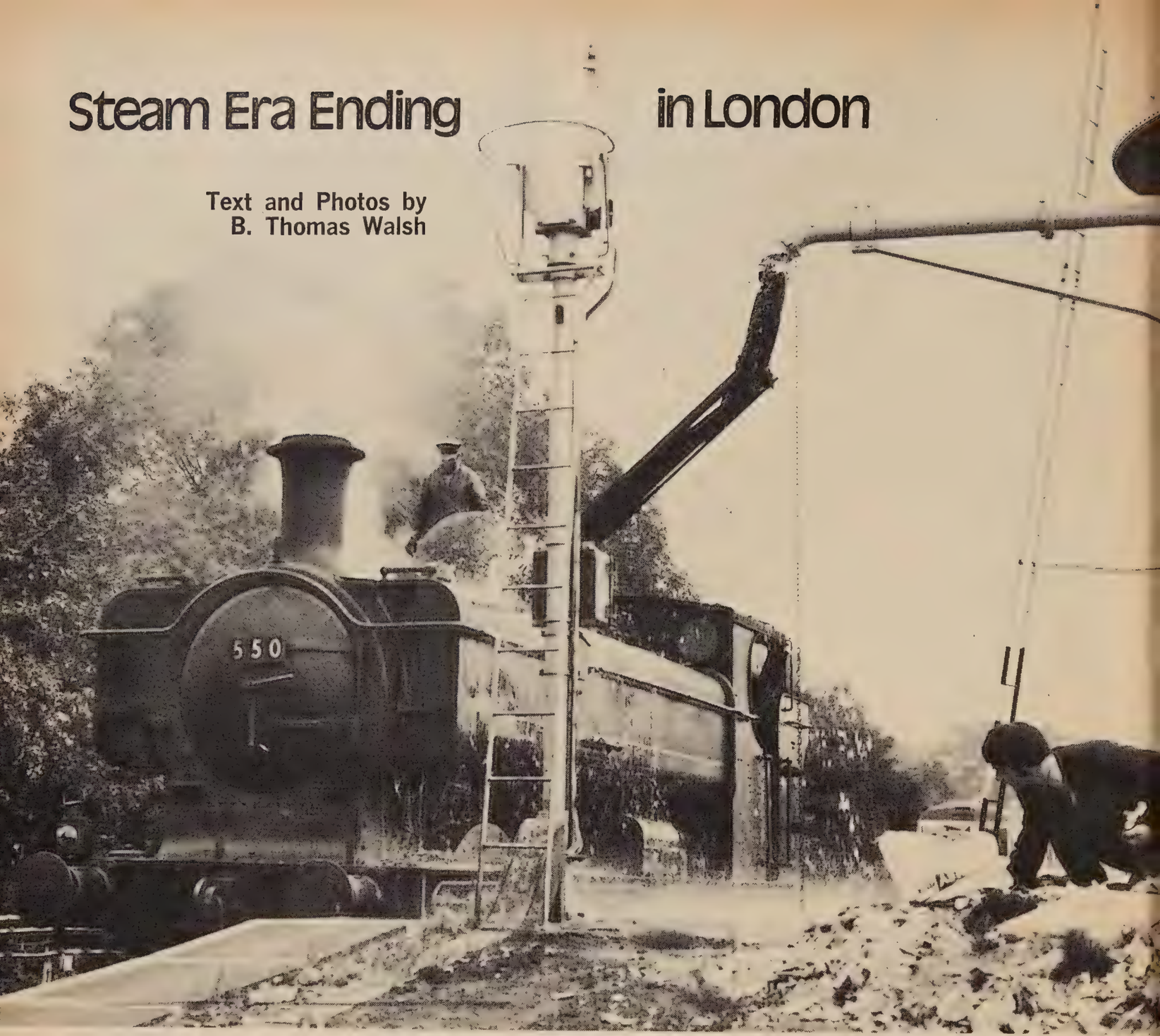
"I agree with Virgil Staff that rail photos need the human element. But in making trolley pix I do not pose people. This doesn't mean I criticise Virgil's photography. Each to his own style, I definitely enjoy Virgil's pictures in *Railroad Magazine.*

"Girls abound in downtown San Francisco, especially at 4:30 p.m., when the financial district is closing. The gals I photograph happen to be there because they are actually waiting for streetcars. On at least two occasions that I know of, naked females rode the cable cars, but unfortunately I have no photos to prove it. I suppose Virgil also missed them." ●

A Powell Street cable car had just been turned to head downtown from Bay and Taylor Streets terminal last July when Harre made this shot with a Mamiya 120 press camera. The bell above the conductor's head is to signal the gripman.

Steam Era Ending in London

Text and Photos by
B. Thomas Walsh



One of London Transport's three steam engines takes on water; all of them will probably be retired early this summer.

THE END of a unique and little-known English steam operation, in London, is near at hand. No, it is not the giant British Raliways, which withdrew its last steam locomotive country-wide in 1968. The distinction of operating the final regularly-scheduled steam train in London, or for that matter, Great Britain, belongs to the otherwise all-electrified London Transport system. (However, a number of light railways and special lines belong to preservation societies with seasonal schedules, but they don't fit in the same category.)

London Transport operates the extensive underground (or subway), consisting of eight distinct surface and sub-surface lines covering the entire metropolitan area. It also owns some unusual railroad stock, largely because, unlike rapid transit systems in the United States, it does not carry passengers late at night. During the system shutdown, until resumption of service in the morning, all current is switched off. Since maintenance can best be done after traffic hours, London Transport maintains a fleet of battery-electric and steam locomotives for ballast-hauling and track repair.

Presently it has 30 battery locomotives, including 13 added in 1964 and 1965. The stable of steam engines, however, has declined to just three. As recently as five years ago, eleven steamers were on the roster, but the lack of major overhaul facilities (previously work was done at the British Railways shops at Swindon) has sounded the death-knell for steam. The battery locos which have replaced steam are inferior in tractive effort as well as speed, but with spare parts for the steamers almost at an end, the replacement continues.

The three steam engines still operating are part of a group of 57XX class 0-6-0 pannier-tanks built for the former Great Western Railway between 1929 and 1931. The first of these, No. 7711, was delivered to London Transport in 1956 and used on a trial basis to see whether or not additional members of the class would be suitable replacements

for the aging stock inherited from the former Metropolitan and District railways. Tests worked out well, and in seven years a total of 13 pannier-tanks were transferred from the western region of British Railways and repainted in the maroon livery of their new owner.

With the help of the London Transport public relations officer, our list of the status of all steam engines was compiled, correct as of March 1, 1971. Of the 13 ex-Great Western engines, seven have been scrapped, three sold for preservation purposes, and three remain in London Transport service.

Engine L89 is currently operating over the five-mile Keighley & Worth Valley Light Railway near Keighley, Yorkshire. Opened in 1968, service is on week-ends only. She is currently featured in an English film, "Railway Children," which may eventually wind up on the late movies for American television.

No. L92 has been acquired by the Worcester Locomotive Society and repainted in former Great Western livery. She will be used on the Severn Valley Railway. The London Railway Preservation Society has bought L99 (built by Kerr Stuart in 1930) and is storing her at the Quanton Road station in Buckinghamshire, near London.

Of London Transport's three active engines, L90 and L95 are kept at the Lillie Bridge depot, Kensington (District Line) and L94 is assigned to Neasdon depot (Metropolitan Line). All three engines are kept in steam for switching duties around the depots during the day and moving ballast and other materials over the system after traffic hours.

Engineer pauses to permit the arrival of a subway train on the adjacent track.

Recently, two battery-electrics took over the waste-materials train run from the steamers. This is a week-day run from Neasdon to the dump sidings at Watford South Junction, a round trip of 25 miles. A water tank was maintained at Watford station; water was taken on to complete the return half of the trip. The loco was run around the train at the end of the line at Watford and was serviced quickly so as not to interfere with the frequent departures and arrivals of subway trains using the same tracks. The schedule of the waste-materials train calls for departure from

London Transport waste materials train, led by an 0-6-0 and running backward, passes through Wembley Park.

Loaded waste materials train approaches Croxley. Engine pulling the consist is a 57XX class 0-6-0 pannier-tank, built originally for the old Great Western Railway.

Neasdon at 10:25 a.m., but actual departure varies from 10 to noon. Although steam is still on call as a backup on this run, the best place to watch online steam operation is out of the Lillie Bridge depot.

From this depot a twice-weekly ballast train to Acton Works and Northfield is scheduled about 11 a.m. Occasional runs over the West London lines also are made in daylight hours to pick up rails and ties from the British Railways connection. You need permission to enter both the Neasdon and Lillie Bridge depots, mainly because of the presence of exposed third-rail in the yards. The best way for you to make arrangements is at the depots rather than London Transport headquarters.

With repairs being needed soon, plans are being worked on for a farewell-to-steam day. Present thinking is to run coaches or gondolas over parts of the Metropolitan line, hauled by one or more steam locos. The exact date, possibly in early summer, is subject to the luck in keeping the present three engines free of repairs until then. In any event, a railfan desiring to see the last of steam on this unusual operation should waste no time in flying over to London as soon as possible. ●

London Transport's All-Time Steam Roster

(All pannier-tank locos, built for Great Western Ry.)

LT No.	GWR No.	Entered LT Stock	Withdrawn by LT	Scrapped	Notes
L89	5775	Aug. 1963	Jan. 1970		(b)
L90	7711	Oct. 1956	———	Sept. 1961	(a)
	7760	Nov. 1961			
L91	5752	Feb. 1957	———	Nov. 1960	(a)
	5757	Nov. 1960	Dec. 1967	Jan. 1970	
L92	5786	Apr. 1958	Sept. 1969		(c)
L93	7779	Oct. 1958	Dec. 1967	Sept. 1968	
L94	7752	Nov. 1959			
L95	5764	May 1960			
L96	7741	Nov. 1961	Dec. 1966	Sept. 1967	
L97	7749	Aug. 1962	Sept. 1968	Jan. 1970	
L98	7739	Dec. 1962	Nov. 1968	Jan. 1970	
L99	7715	June 1963	Jan. 1970		(d)

(a) Scrapped by British Railways at Swindon. Sent there for overhaul, but it was found more practical to replace them wtih two other locos already in overhauled condition (Nos. 7760 and 5757).
(b) Sold to Keighley & Worth Valley Light Railway.
(c) Sold to Worcester Locomotive Society (Severn Valley Railway).
(d) Sold to London Railway Preservation Society.

Engine L89 at Watford station. She has since been sold to a preservation line.

INFORMATION BOOTH

ASK BARBARA: Railroad questions are answered here—as many as space permits. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 East 42nd Street, New York, N. Y. 10017. No questions will be answered by mail or telephone.

1 ***Does anyone make railroad lanterns?***

Yes. The old Adams & Westlake Co. (trade name Adlake), of Elkhart, Ind., still manufactures hand lanterns; cost, about $8 apiece. They also make oil marker lamps and switchlamps which sell at around $65. Another firm which makes lanterns is R.E. Dietz Co.

2 ***What is the function of the Bureau of Explosives?***

Its main function is testing and classifying new materials which might prove dangerous for shipment, either because they're explosive, inflammable, corrosive, or toxic. It makes recommendations how they can be transported safely, including such things as packaging, labeling, and handling. The bureau also has developed containers that shield against radiation. This is important since almost all atomic reactors used for submarines, aircraft carriers, and utilities are shipped by rail.

In addition, the bureau makes periodic inspections of plants and distribution points, railroad yards, wharves, and docks. It has been more active recently as derailments followed by explosions of such materials as propane gas and vinyl chloride have become more common. The bureau is a branch of the Association of American Railroads.

3 ***How long do railroad retirees live?***

Most of them live many years beyond retirement age, as the following table shows. As in the general population, women have a longer life expectancy than men. This information comes from Leroy A. Taylor's column in the *Railway Carmen's Journal.*

Age	Men	Women
60	16.7	21.0
65	13.3	17.1
70	10.4	13.4
75	7.9	10.1
80	6.0	7.2
85	4.4	5.0

4 ***What is the relationship between the Norfolk & Western, and the Erie Lackawanna and Delaware & Hudson?***

Through a complicated maneuver which railroad legal departments excel in, a holding company called Dereco, Inc., was set up as the owner of both EL and D&H. Norfolk & Western, in turn, owns all the common stock of Dereco. It would be too complex to go into the precise agreement, which involves mortgage bonds, non-cumulative preferred stock, and other unexciting minutiae. For practical purposes, though, N&W owns the Erie Lackawanna and the Delaware & Hudson lock, stock and barrel.

5 ***How many 4-6-2 Mother Hubbards did the Lehigh Valley own?***

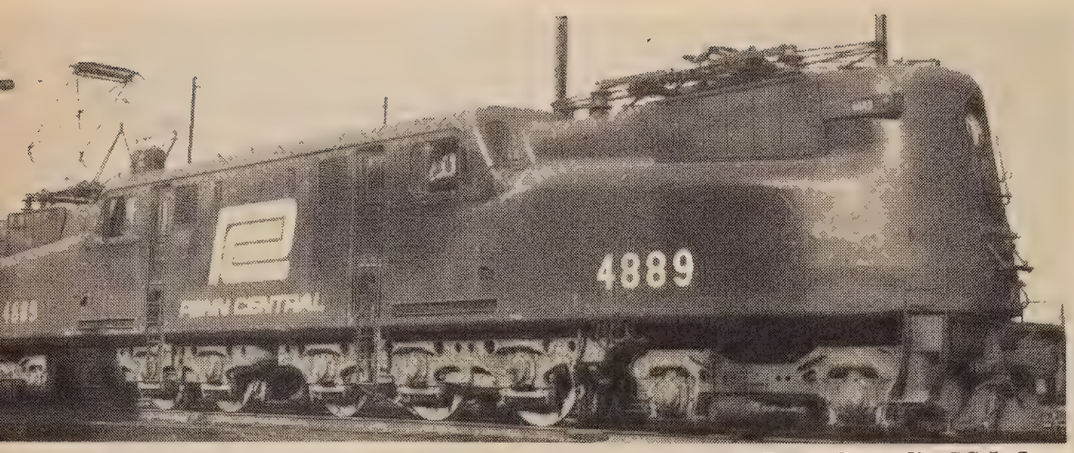
It owned eight of these Camelbacks, all ordered from Baldwin in 1906. These class K-1's were the only Pacific-type Mother Hubbards owned by any railroad. They had a tractive force of 31,700 lbs., with 76½-inch drivers, and hauled the *Black Diamond* and other crack LV trains.

6 ***Does anyone build (a) miniature locomotives that operate on live steam or (b) full-size steam locomotives?***

Yes. (a) One builder of live steamers is Crown Metal Products Co., Wyano, Pa. (b) To the best of our knowledge, Chittaranjan Locomotive Works in India is the only company that still builds full-size steam

Photographed at Communipaw, N.J. *Railroad Magazine* collection

The only 4-6-2 Camelbacks in existence were owned by the Lehigh Valley. We see one pulling the *Black Diamond in 1914.*



Jim Edmonston explains why air intakes were moved on Penn Central's GG-1 fleet. (see question 9). The old air intakes were fore and aft of the large numbers.

Norman J. Perrin, 4523 Arabia Ave., Baltimore, Md. 21214

engines; they produce broad- and metergage locos.

7 Is there a railroad library in New York City's Grand Central Terminal?

Yes, the Williamson Library, operated by the New York Division of the Railroad Enthusiasts, on the southeastern side above the main concourse, on the first floor (in most buildings it would be considered the second floor) in room 1646. It is open every Tuesday and Friday from 6 to 10 p.m. save the last Friday of each month. On Friday evenings, members usually show movies and slides. Non-members are permitted two visits.

8 Where can I get a railroad engineer's cap?

You can buy one at most hobby shops, some railroad museums, and tourist lines.

9 Why has Penn Central moved the air intakes to just below the pantograph bases on its GG-1's?

Jim Edmonston, our diesel expert, answers: "The Pennsy had a lot of trouble in the blizzard of February, 1958. More than fifty percent of the great GG-1 fleet was immobilized because a certain type of snow (called "diamond snow") blew through the fine mesh cloth screening that protected the motors and shorted them out. I've heard that a lot of the cloth screens were missing entirely, due to lackadaisical shop procedures, but this has been played down.

"Diamond" snow occurs only at a certain temperature and pressure. It was found to be more harmful closer to the rail, so a new baffle was built in the existing air intakes which shunted any flakes that got through harmlessly away from the motors. Evidently, this was either a stopgap measure or it didn't work as well as expected, because now we see that the air intakes themselves have been moved higher on the locomotives.

"I would guess they were installed between 1964 and 1967. In January, 1966, the East had another great blizzard, which might have been the reason for the changeover. It had been noticed that the old P-5a's didn't have the snow problem because their intakes were high up on the sides of the engines. This, no doubt, influenced PRR to make the adjustment, which, by the way, was the first major design change on the GG-1 since they were built in the late 1930's.

"Another small change is evident in No. 4889 (see photo): this is the small set of access steps under the cab windows on each end. In 1964, the ICC ordered the Pennsy to install these to ease the job of cleaning the cab windows, previously done from the ground with a long-handled squeegee. Water around a GG-1 is extremely hazardous, as you can well imagine."

10 *Would you print an old poem, "The Song of the Gripman"?*

Yes. We don't know who wrote it, but it first appeared in the *Street Railway Journal* of June 15, 1894.

You may talk about your hermits' caves
Far off from human jars,
But there's no place for a misanthrope
Like the Broadway cable cars.

Oh, with the folks a-standin' up
I like to play my tricks,
And see them knock each other down
Just like a row of bricks.

I'll start so quickly that they'll fall
and butt against the door;
While dignified old gentlemen
Sit down upon the floor.

And when they smash each other's hats,
And scream, and swear, and groan,
I'd not change places with a king
Who sits upon his throne!

As for abandoned lines or tunnels which used to be part of New York's rapid transit network, commonly called "the subway," there are none, except a few minor ones now blocked up. The subject fascinates many railfans, but few buffs bother to do the research and exploration necessary to determine what actually exists. Most seem content to believe the stories which have grown up around mysterious tunnels under streets and buildings. Too much misinformation has been disseminated in this regard. This refers to letters about a previous item.

The two-track Sea Beach tunnel that some mention as an abandoned subway tunnel refers to one that the old New York & Sea Beach RR. used as part of its route from the 65th Street, Brooklyn, ferry terminal to Coney Island, via a surface right-of-way roughly parallel to the present BMT Sea Beach subway. The NY&SB was a steam road. It became part of the old Brooklyn Rapid Transit system around the turn of the century: the line was then operated variously with elevated trains and surface cars from Third Avenue, Brooklyn. The tunnel, about a block between Fourth and Third avenues, was never part of the subway system, nor intended as such, and was destroyed about five years ago in construction of highway approaches to the Narrows Bridge.

There is no underground station, complete with platforms, beneath Fifth Avenue, Brooklyn, as some claim. The BMT station under 36th Street and Fourth Avenue was originally intended to be a block or so further south than it is. In construction of the Fourth Avenue subway, a station mezzanine was built over the tracks south of the present station. But plans were changed and, instead, the station was built where it now is, leaving the mezzanine unused. It still exists, but was never completed, and no platforms were ever built beneath it.

The BMT City Hall station in Manhattan is not abandoned. It has two levels; the upper is in use for passenger service; the lower, for car storage.

The single-track lower level of the Independent subway station at 42nd Street and 8th Avenue was used for passenger service when the line opened; its use was discontinued, though the tunnel was not abandoned—cars could be laid up in it—and it was still later used for Aqueduct racetrack and Rockaway Playland special trains. More recently, regular passenger service has been resumed in it.

The lower level of Brooklyn's Independent Church Avenue line is used for passenger service in rush hours. There is an abandoned tunnel of the

old 9th Avenue El route in the Bronx, only a few blocks long. And in Brooklyn, under Atlantic Avenue, is an old Long Island Rail Road tunnel of two tracks, 4 or 5 blocks long, part of a route leading to a ferry terminal. It was never intended to be part of the rapid transit system and is now accessible only through a manhole in the street.—Roger Arcara.

Regarding Myles Schlosser's query about the Valley Forge Scenic RR., we were not operating as a common carrier under ICC regulations. A lawyer and his neighbors living along the right-of-way took it to court and we were forced to close down in Sept. '69. Our two locomotives—an ex GM&O Pacific, and an 0-6-0—were sold and are stored on a Reading siding. All other equipment was shipped to the New Hope & Ivyland of New Hope, Pa. We merged with the NH&I in the spring of 1970. —Bruce G. Saylor, vice president-engineman, New Hope & Ivyland RR., 2836 Leon Ave., Audubon, Pa. 19407.

Answering Francis Freeland's request is Hugh F. Stephens, 178 Roseland Ave. (A-1), Caldwell, N.J. 07006. Hugh writes that Erie Lackawanna still hauls fruit bound for New York City, as its predecessor the Erie used to. EL's ferry service, though, was abandoned a while ago. One boat, the *Elmira,* remains, and it is up for sale at $25,000.

I lived in Boise, Idaho, in 1945 and saw many UP "Big Boys" pulling regular 22-car passenger trains, though I don't recall the train numbers. These were not troop trains.—J. L. Dawson, 17377 Valley Blvd., Space 76, Fontana, Calif. 92335.

What locomotives were used in the films *Dr. Zhivago* and *Song of Norway*?—John Lukko, 23 Harvard Rd., Cranford, N.J. 07016.

Photo on page 52, May issue, of CN 2-10-2 No. 4102 should read: tractive effort 91,735 lbs. with booster; 409,240 lbs. was the engine weight. I rode one of these forty hundred class when she was pulling 87 cars. Equipped with "Amos and Andy" (duplex) stokers, she walked the cars uphill easily.—George S. Dennis, Box 65, Terrace Bay, Ont., Canada.

I am researching for a book on Washington County RR. and need pix, tts., posters, etc. Also, I'd like to hear from employes who worked on that road or on the Maine Central in steam days.—Frederick Freidel, 81 Center St., Chatham, N.Y. 12037.

The reason the WP "A" unit was coupled to a tender (March dept.), claims Leonard Moscaritolo, 34 Main St., Hopkinton, Mass. 01748, was because these diesels, when separated, had no conventional couplers which could hook onto other cars. So, they used a drawbar to couple the tender to the engine. This gave them a regular coupler on the rear of the tender to hook onto the rest of the train.

I seek info. on two Shay-operated railroads, the Wm. Ritter Lumber Co., west of Swandale, W. Va., and the Brimstone RR., east of New River, Tenn.—Elmer Treloar, 101 California St., Highland Park, Mich. 48203.

What would the estimated cost be for laying a mile of rail on the Virginia & Truckee between Carson City and Virginia City, Nev., if second-hand 90-lb. rail were used?—E. L. Rader Sr., 1224 Chapman Dr., Las Vegas, Nev. 89104.

Did Seaboard Air Line ever own any Alco FA-1's and FA-2's? If so, what were their numbers?—D.A. Whited, Rte. 1, 120 N. Arrowhead Rd., Quinton, Va. 23141.

When did railroads start using electric clocks; before that, were their clocks operated by spring or weights? —Kesler Morrison, Rte. 2, Stony Point, N.C. 28678.

I collect spikes with railroad names on them. Is there any way of telling how much they're worth?—Mrs. Jack Leffard, Box 45, RD 2, Huntingdon, Pa.

Is the Southern Pacific's *Del Monte Limited*, inaugurated April 28, 1889, the oldest operating name-train in America?—Jeffrey E. Wetmore, 330 51st St., Oakland, Calif.

Our club wants to build a model of the former Pacific Electric elevated depot in Los Angeles; we need detailed plans of it, also photos and plans of PE tower cars Nos. 00164 and 00157. —Norman Wedekind, 11800 S. Vermont Ave., Los Angeles, Calif.

What was the name of the magazine issued aboard the *Commodore Vanderbilt* when it made its first trip from Chicago to New York City?—Bill Henry, c/o Clark, Dodge & Co., 2860 Penobscot Bldg., Detroit, Mich. 48226.

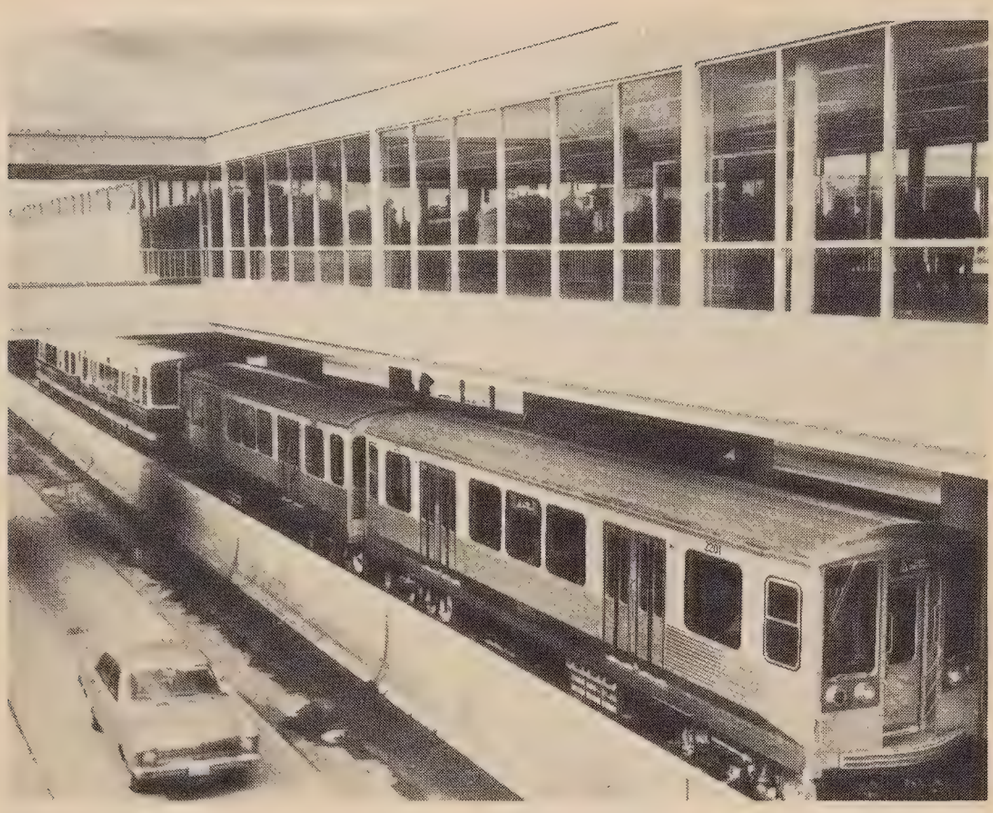
Tell me road numbers and final disposition of New Haven's SW-7's, Pennsy's B-6sb 0-6-0's, and F-3 2-6-0's.— Bruce Weinel, Box 691, 5115 Margaret Morrison St., Pittsburgh, Pa.

When did the Reading end LCL service? When did they stop carrying mail by train?—Railfan, 7722 Loretto Ave., Philadelphia, Pa. 19111.

What is the exact radio frequency used by the Santa Fe, Southern Pacific, and Union Pacific in my area?— Ralph Shankland, 5436 Marshburn Ave., Arcadia, Calif. 91006.

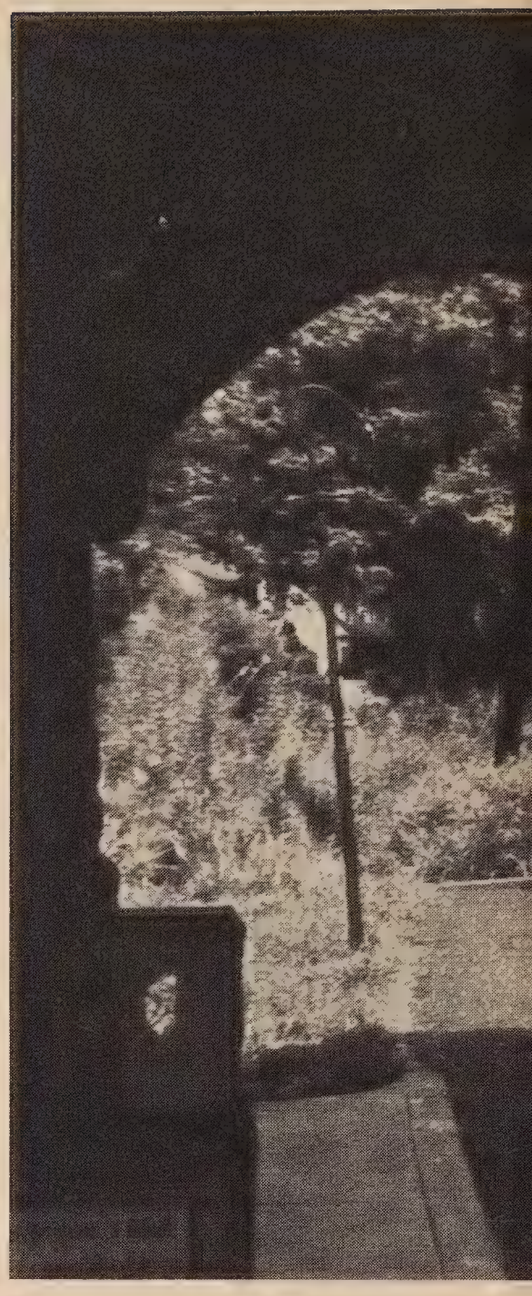
The Maine Central locomotives shown in a photo on this page were, I believe, used for fill at MC's shops area at Waterville, Me. Who can tell me any additional info. on this; also, if they are still buried alongside the river?—Russell Munroe, Jr., 6 Mill St., Middleton, Mass. 01949.

A reader wants to know what became of these Maine Central locos at Waterville.
Collection of Rev. Laurence Breed Walker, 117 Cabot St., Beverly, Mass.



New 95th Street terminal of CTA's Lake-Dan Ryan route in the median of the Dan Ryan Expressway. Trains take less space, can carry more people than highways.

Courtesy of Corning Glass Works



STEVE MAGUIRE'S

TRANSIT TOPICS

THE RECENT Los Angeles earthquake has brought queries as to how such a quake, if it were to occur in the San Francisco area, might affect the new transit system being built by the Bay Area Rapid Transit District.

Harre W. Demoro (see page 34) gives us some information on the findings from reports of BART's consulting engineers who visited the Los Angeles area to study damage after the February 9th tremor. Harre writes.

BART's construction standards are stricter than the building codes that governed highway construction according to David G. Hammond, the agency's assistant general manager for engineering and operations.

"We are continuing to look into the effects of the earthquake," Hammond said, particularly in regard to aerial structures because of the extensive damage to highways. We conclude that our criteria for a given set of conditions called for a significant amount more of reinforcing steel than the standard building codes applicable to the Division of Highways down there."

BART is built near two active faults, the San Andreas, which caused the famous 1906 quake, and the Hayward Fault. However, BART does not pass through or across the San Andreas Fault, and only passes through the Hayward Fault at one point—in the tunnel through the Berkeley Hills. Hammond said the Berkeley Hills Tunnel is wider where it crosses the fault; the tunnel can accommodate an 18-inch shift in the earth.

The tube beneath San Francisco Bay has earthquake joints at each end, Hammond said. "This permits the tube to move in three directions, to rotate, move up and down, and in and out."

Hammond said that BART stations and structures do not have cornices and other ornaments that would be shaken loose by a quake. Any severe quake would knock out the automatic train control and stop trains, he said. If a quake broke a rail, trains automatically would stop. The same thing would occur if tremors shook wires loose.

In other BART news, a 25-minute color motion picture about BART is available on loan for showing to groups of engineers, contractors, engineering students, or transportation men. The film, *Vision to Reality,* describes the system's design and construction, and portrays work on its 25 miles of underground and underwater routes and 25 miles of aerial lines. It also describes the anticipated effect of the new rapid transit system on a large metropolitan area. Prints for showing to any group of 25 or more may be borrowed by contacting Parsons Brinckerhoff-Tudor-Bechtel, Film Dept., 814 Mission St., San Francisco 94103.

SPADINA Expressway and rapid transit system in Toronto has been approved by the Ontario Municipal Board. This permits completion of the $237 million project that had been stopped for nearly 18 months after work on it began. Construction was halted because of public objection requiring official review. The 2-1 vote allows Toronto to spend $66 million to complete the expressway to its originally-planned southern terminus, and $26 million for land purchases and completion of the surface transit line.

PORT of New York Authority is again involved in a dispute concerning

Red Arrow No. 21 speeds through Merwood station on now-abandoned Ardmore Division in Philadelphia, Pa., area. A busway now occupies this location.

Robert R. Gordon
334 Kennerly Rd., Springfield, Pa. 19064

its obligations to the public. This came about when Governors Rockefeller of New York and Cahill of New Jersey, demanded that the Authority take on several important projects in the area of its operations.

These projects included construction of a new rail tunnel across the Hudson River, connecting the two states, building a connection from Newark, N.J., to the Newark Airport, buying Penn Central's Newark station, and building some small airports in New Jersey.

Objection was immediate from the Port Authority through its chairman of 28 years, Austin Tobin. At a public meeting, Tobin said that an attack on the Authority's role in mass transit was "scurrilous, irresponsible, and utterly baseless." He pointed out that the agency had taken over the bankrupt Hudson & Manhattan Railroad, now transporting 400,000 riders a day. Tobin said the PATH facilities, when refurbished, will represent an investment of $350 million, and added that the railroad was now running a deficit of $13 million that could go to $30 million.

The present difficulty in forcing the PA, a Frankenstein-like independent authority created by both states, to take over any additional role in mass transit arose when the Authority took over the Hudson & Manhattan as part of a deal whereby it obtained the right to buy land and build the massive World Trade Center buildings in downtown New York City. At the same time, in 1962, the legislatures of both states, to induce the PA to take over the Hudson & Manhattan, agreed that the PA should not be permitted or directed to take over any additional passenger railroad facility if the anticipated deficits of the new facility plus any H&M deficits exceeded certain defined limits.

This legislation freed the PA from any future railroad or mass rail transit operation, while allowing it to go on making tremendous profits from its vast holdings in metropolitan airports, bridges, tunnels, bus terminals, docking facilities, trade centers, and the like in the New York-New Jersey area.

DALLAS-FORT WORTH Regional Airport, largest in the world, may soon have its own internal rapid transit system, according to news received from Marvin Sutherland, Houston, Texas. Equipment planned is of the monorail type, with small cars running along an overhead structure. They will carry passengers between the five terminals, between remote parking lots and terminals, and between aircraft gates and other stations. Baggage, mail, and supplies also will be carried on the cars. It is expected that by 1985 the transit system will handle over 36 million riders a year on 40 miles of right-of-way throughout the airport.

PHOTO of an Austin, Texas, streetcar in a crevasse after a washout (May dept.) failed to credit Rod Varney of the Texas ERA Division, Milam Bldg., San Antonio, Texas, as the contributor. The division, an active group of electric railway fans, publishes a monthly *Short Circuit Bulletin*. The date of the Austin accident was incorrectly stated as 1950, but the Austin trolleys had been abandoned ten years before that. It should have read 1915. Also, a caption on the Magee Museum in Bloomsburg should have read Pennsylvania, not Ohio.

A LISTING of all of the present monorail installations around the world is needed by George E. Horn, 1075 Space Park Way, Sp. 235, Mountain View, Calif. 94040. George (*Interesting Railfan* No. 94) is preparing a documentary movie on monorails and wants to know of anyone having movies of them. His project, entitled *Men With a One-Track Mind*, will cover the development and history of the monorail. He hopes to travel around the world, visiting and taking movies of them.

Some early experimental monorail installations were made before the advent of motion pictures, but George will be glad to get even still views of these. Among the most difficult lines to

Conductor Dan Lawrence of Balto. Streetcar Museum in Brownell car (built 1900).

Photos on this page by Mike Farrell

Bob Krueger of BSM hangs safety oil lantern on No. 1164, built by Brill in 1902.

find are the Sonoma County (Calif.) Prismoidal Railway and the Ontario Southern. The latter ran for a short time from Crystal Beach on the shores of Lake Erie in Canada. Perhaps one of our readers can help George in finding photos.

ASHMONT-MATTAPAN line of the Massachusetts Bay Transportation Authority will not be abandoned as we reported in our May department. According to Ron Salters, 26 Pierce Rd., Weymouth, Mass. 02188, the MBTA has changed its plans and will make no changes at present either on the Ashmont-Mattapan or on the Arborway lines. They will continue to be served by trolleys as in the past.

Even better news is that a team of three MBTA men flew to Germany late in March to inspect German tramcars. MBTA hopes to buy one or two of the best such cars and ship them to Boston for testing on the system. The age of the present PCC cars in Boston necessitates definite plans for replacement in the near future, so MBTA is checking on foreign ones before definitely deciding on the type it displayed recently in a full-sized mock-up body prepared by its own men.

Baltimore Streetcar Museum

BALTIMORE Streetcar Museum, which will celebrate its first anniversary of operation July 4th, has run every Sunday this past year despite winter weather. The average has been over 1,000 people a Sunday during the first six months of operation. Mike Farrell of the BSM details the operation for us. (See photos at left.) He writes:

"Cars operated in revenue service are always manned by fully-uniformed crews who collect tokens or cash fares enroute. Thirty members, including 3 girls, are currently qualified to motor. Cars in service are a double-truck convertible (Brownell, 1900), a PCC (Pullman-Standard, 1944), and a double-truck open car (Brill, 1902). By summer, a single-truck closed car (Brill 1904) will join them in a completely restored condition. A single-truck closed 1902 Brill (rebuilt 1921) is used in work service. This year, we also plan to increase the half-mile of track.

"Safety is stressed in the modern substation which is operated remotely from the car-house. A single push-button shuts off the power instantly. Any, or all, of the three tracks inside the car house can be cut out of the electrical system while the line is operating so that work can be done on restoration of the upper portions of the cars safely.

"The car house itself is a modern stone and metal structure made possible by funds provided by the City of Baltimore. It is on the same site as the original passenger and freight station of

Memories of yesteryear: Schenectady Ry. plow working in front of interurban car on Saratoga line at Ballston Spa, N.Y.
Collection of Ed Bond, Norfolk & Western Railway, Roanoke, Va.

the Baltimore & Delta RR. (later Maryland & Pennsylvania). The old foundations were uncovered while putting in footings for the car barn.

"Because of its location—we call it 'America's only downtown streetcar museum'—BSM is well geared to the general public. We are on the old Ma & Pa right-of-way, adjacent to the Metroliner stop at Pennsylvania Station, three blocks from public (MTA) buses. There's a lot of rail activity around us, too, with PC and B&O freight frequently lumbering by. Come and visit us sometime.

"We are surrounded by railroad history. While our trackage is Baltimore streetcar gage—5 feet, 4½ inches—not a few ties, spikes, and tieplates are from the Ma & Pa, discovered when regrading the area. Evidence of steam engines, which formerly roamed the site, often turns up in the form of clinkers, rusted staybolts, etc., and across the road is a portal of the Baltimore & Potomac tunnels, the first ever built under a populated area. Adjacent to its other end can be seen the opening which once gave the Baltimore & Potomac a bypass to the Northern Central Railroad tracks.

Besides that, about a half-mile to the northeast stands the much altered carhouse where Leo Daft and his little motors started one of the first successful electric streetcar operations in the world. The story of this important event is familiar to a large number of electric railway fans.

"There is a bit of irony in BSM's operating on the old Ma & Pa right-of-way. Many years ago, a streetcar line ran down Falls road, right through the midst of the railroad activities. These streetcars encountered so many delays, however, due to the steam road, that it became necessary to relocate the line on top of the bluff. Today, the railroad is no more than a memory, while our streetcars enjoy increasing success with each passing month." ●

One of the new Illinois Central double-decked commuter cars undergoing tests. These are the first double-decked m.u. passenger cars that are also air-conditioned. (Long Island Rail Road's double-deckers are not, unfortunately.)
Steve Scalzo, Chicago, Ill.

IN SEARCH OF STEAM

Mike Eagleson

UNION PACIFIC steam was back in regular service March 27th and 29th. The occasion was moving 4-8-4 No. 844 from Cheyenne, Wyo., to Denver, Colo., for the March 28th fantrip. To do this, management put her on the point of the *Portland Rose*. I paced the March 27th *Portland Rose* by automobile all the way. Thank you, UP, for reminding us what an 800 was like in regular service.

National Railways of Honduras still has modern narrow-gage 2-8-2's stored serviceable in their Porto Cortes loco terminal and use them on rare occasions. They would make excellent power for a tourist road. Contact the railways at their San Pedro Sula office. United Fruit Company's Tela Railroad at La Lima, Honduras, also has operable steam engines stored. These, too, could be bought for excursion service in the U.S. Thanks to Tom Taber, Madison, N.J., for this good news.

Sydney & Louisburg 2-6-0 No. 17 is now on display at the Miners' Museum in Glace Bay, Nova Scotia, Canada, well spotted for pictures.

A steam loco in good condition stands along B&O tracks in Dover, Ohio, reports Bill Gates, 607 Dawson St., Uhrichsville, Ohio 44683. Who can give details?

A subsidiary of the mighty Burlington Northern RR. operates two standard-gage Porter fireless 0-4-0 steamers; Somers Lumber Co. in Somers, Mont., still switches its tie plant with steam.

Former Grand Trunk Western 4-8-4 No. 6323, owned by Fred Crew, may again be in steam. Last used June 4, 1961, on a fantrip, she has been stored in Detroit Terminal roundhouse since July '61. Fred wants to return her to service, reports Richard W. Hutchings, 24055 Gill Rd., Farmington, Mich. 48024.

Now we can clear up the confusion about the UP 4-6-6-4 on display in North Platte, Neb. She was built by American in 1943 as coalburning No. 3977, later converted to an oilburner, and in November '52 was renumbered 3710. In November '61 she was again renumbered, 900079, and became a snow-melter. In June '68, when restored by the City of North Platte, she was given back her old original number, 3977. Because of these changes, some fans thought three UP Challenger types were still extant, but only two are left. The other is No. 3985 in Cheyenne. Thanks to John B. Corns, for this news. John has long been helpful to us.

Bonhomie & Hattiesburg Southern 2-8-2 No. 300, out of service for ten years but always stored indoors, is now for sale. She could be a great fantrip or shortline engine. Contact Fred H. Kepner, 10 Braeburn Dr., Princeton, N.J. 08540.

This summer, Carroll Park & Western in Pennsylvania is alternating its two steamers, rare Climax No. 3 and 0-4-0 No. 117, in tourist service, reports John W. Haines, 612 Light St., Millersburg, Pa. 17061.

New Hope & Ivyland at New Hope, Pa., is now operating its ex-Canadian National 4-6-0 No. 1533 on week-ends, including its Saturday evening mixed train. Ex-Cliffside 2-8-0 No. 40 may be shopped this summer and ready for steaming in the fall. Doubleheaders, anyone?

Chesapeake & Ohio's streamlined 4-6-4 No. 490 is being repaired in the road's Huntington, W. Va., shops and will be sent to the B&O Transportation Museum in Baltimore. Ex-Elk River Coal & Lumber Co. 2-8-2 No. 10 is parked near the Huntington roundhouse. So says Alan Byer, 501 McLane Ave., Morgantown, W. Va. 26505.

Wilmington & Western is running its ex-Canadian National 2-6-0 No. 92 as usual this season on the Delaware tourist road. Later this year ex-Mississippi Central 4-4-0 No. 98 will join her in service, says Henry Dickenson, Jr., vice president of the fine little steam railroad. Keep me informed on W&W news, Henry.

Mike Eagleson does not work in our office. To save time, send steam mail directly to his home, 37 Edgemere Avenue, Mt. Arlington, N.J. 07856.

Black River & Western, in New Jersey, ran its ex-Florida East Coast Pacific No. 148 on March 27th. Having bought her from U.S. Sugar Co. in Florida, the BR&W members have been working on her for three years reports Alan R. Wilson, 2710 Grand Ave., Holmes, Pa. 19043.

Southern Pacific steamer 2248, built in 1896, was toppled over by a recent earthquake in San Fernando, Calif., but a crane righted her. Purchased 20 years ago by Charles Brown for $15,000, she has been stored on tracks along Glenoaks Blvd.

John B. Corns, 1614 Ambler S.W., North Canton, Ohio 44709, is restoring NKP 0-6-0 No. 360 on display in Dueber Park, Canton. He needs a paint sprayer and help from a few local railfans to preserve this rusting steamer.

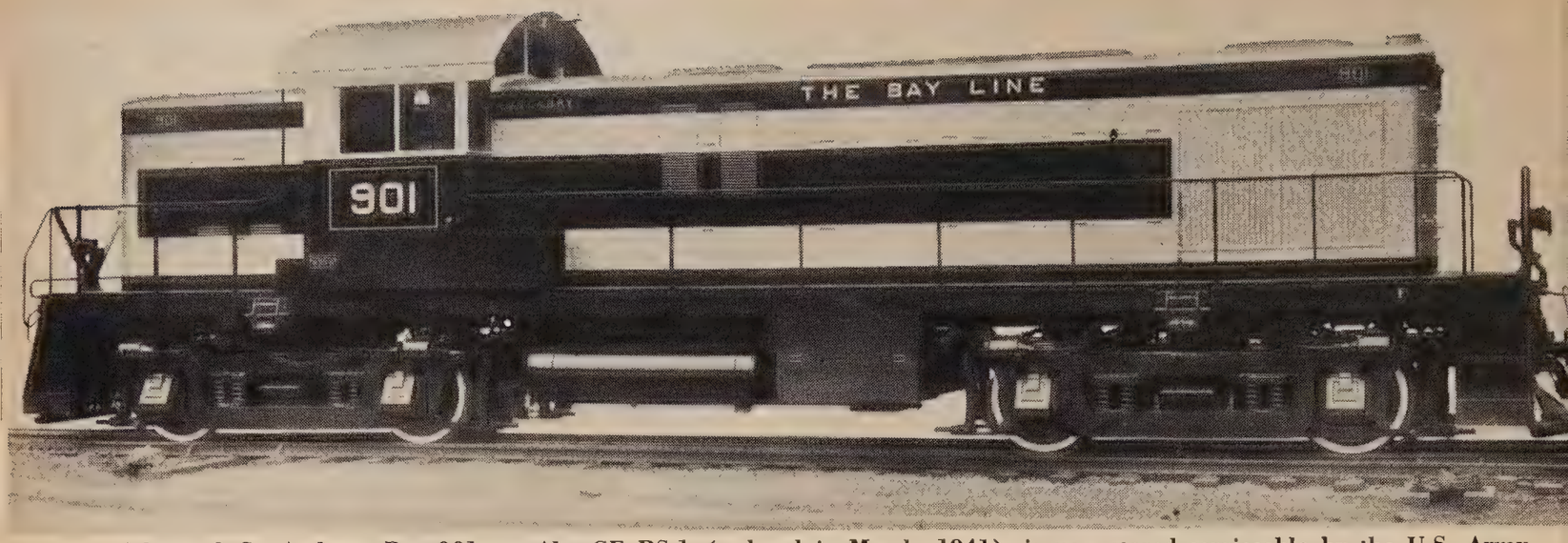
Ex-Chicago & North Western 4-6-0 1385 steamed last fall for the first time since 1963. Owned by Mid-Continent Ry. Historical Society at North Freedom, Wis., she has finally been returned to excursion service. The Society should be congratulated on having the good taste not to alter this loco and to keep her lettered as she'd been in regular service.

Union Pacific's great 4-8-4 No. 8444 in regular service with the *Portland Rose* roared through Brighton, Colo., last March 27th. For details, see first item on this page, also page 8.

Photograph by Michael A. Eagleson

Steam Valhalla at Barry, Glamorganshire, in South Wales contained over 215 retired British Rail locomotives, slowly being scrapped. At least a dozen have been rescued for restoration and preservation.

Photographed Aug. 10, 1969, by Loring M. Lawrence, 195 Lancelot Dr., Manchester, N.H. 03104



Atlanta & St. Andrews Bay 901, an Alco-GE RS-1 (ordered in March, 1941), is now stored serviceable by the U.S. Army.

ALABAMA SHORT LINES

Locomotive Roster Compiled by Sy Reich

Railroad Class	Road Numbers	HP	Builder	Bldr's Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
Alabama, Tennessee & Northern Railroad									
———	11	300	GE	45-ton	B-B	22,250	89,000	1941	1
———	12	500	GE	80-ton	B-B	40,000	160,000	1942	2
———	101	1000	Alco-GE	RS-1	B-B	61,150	244,600	1944	1
———	102	1000	Alco-GE	RS-1	B-B	61,150	244,600	1944	1
———	103-104	1000	Alco-GE	RS-1	B-B	61,150	244,600	1945	1
———	105	1000	Alco-GE	RS-1	B-B	61,150	244,600	1945	1
———	106	1000	Alco-GE	RS-1	B-B	61,150	244,600	1945	1
———	107-109	1000	Alco-GE	RS-1	B-B	61,150	244,600	1946	1
———	110-111	1000	Alco-GE	RS-1	B-B	61,150	244,600	1947	1
———	600-601	660	Baldwin	VO 660	B-B	49,600	198,000	1942	3
Atlanta & Saint Andrews Bay Railway									
———	501-502	1500	GM-EMD	GP7	B-B	60,635	252,460	1952	
———	503-504	1750	GM-EMD	SD9	C-C	87,450	356,660	1956	
———	505	1750	GM-EMD	SD9	C-C	87,060	355,100	1958	
———	506	3000	GM-EMD	SD40	C-C	92,482	384,150	1966	6
———	507	2300	GM-EMD	GP39	B-B	63,681	263,730	1970	7
———	901-902	1000	Alco-GE	RS-1	B-B	71,400	238,000	1942	4
———	903	1000	Alco-GE	RS-1	B-B	71,400	238,000	1942	4
———	904-905	1000	Alco-GE	RS-1	B-B	72,750	242,500	1943	5
———	906	1000	Alco-GE	RS-1	B-B	72,750	242,500	1943	5
———	907	1000	Alco-GE	RS-1	B-B	72,750	242,500	1943	5
———	908	1000	Alco-GE	RS-1	B-B	72,750	242,500	1943	5
———	909	1000	Alco-GE	RS-1	B-B	72,750	242,500	1944	
———	910-911	1000	Alco-GE	RS-1	B-B	72,150	240,500	1945	
———	912	1000	Alco-GE	RS-1	B-B	72,300	241,000	1947	
———	913	1000	Alco-GE	RS-1	B-B	73,020	243,000	1950	
———	1001-1002	1000	Alco-GE	S2	B-B	69,000	230,000	1942	6
———	1501	1500	GM-EMD	F3A	B-B	59,640	244,000	1947	7
Atlanta & West Point Rail Road									
———	551-552	1500	GM-EMD	FP7A	B-B	61,000	257,000	1949	8
———	553-554	1500	GM-EMD	FP7A	B-B	61,000	257,000	1951	9
———	571	1500	GM-EMD	GP7	B-B	60,000	247,000	1950	
———	572	1500	GM-EMD	GP7	B-B	60,000	247,000	1950	
———	573-574	1500	GM-EMD	GP7	B-B	60,000	247,000	1951	
———	575	1500	GM-EMD	GP7	B-B	60,000	247,000	1952	
———	676-677	1000	BW	DS4-4-1000	B-B	68,850	229,500	1949	
———	678	1200	BLHW	S-12	B-B	68,850	229,500	1951	9
———	726	3000	GM-EMD	GP40	B-B	?	?	1967	
———	727	3000	GM-EMD	GP40	B-B	?	?	1968	
———	728-729	3000	GM-EMD	GP40	B-B	?	?	1969	
———	730-731	3000	GM-EMD	GP40	B-B	?	?	1970	
Birmingham Belt Railroad (owns no locomotives)									
Birmingham Southern Railroad									
10	10-11	1000	GM-EMD	SW1000	B-B	61,440	249,360	1967	
10	12-13	1000	GM-EMD	SW1000	B-B	61,130	248,350	1969	
10	14	1000	GM-EMD	SW1000	B-B	60,601	246,210	1969	
20	21-24	1000	GM-EMD	NW2	B-B	62,500	252,220	1948	10
70	71-75	900	GM-EMC	NC1	B-B	?	?	1937	11
80	81-83, 84 (1st), 85	900	Alco	HH 900	B-B	69,000	230,000	1937	12
80	84 (2nd)	900	Alco	HH 900	B-B	69,000	230,000	1938	13
80	86	900	Alco	HH 900	B-B	69,000	230,000	1937	14
80	87-88	900	Alco	HH 900	B-B	69,000	230,000	1938	15
80	89	900	Alco	HH 900	B-B	69,000	230,000	1940	16
90	91-95	900	GM-EMC	NC1	B-B	60,470	245,030	1937	11
100	100-101	660	Alco-GE	S1	B-B	58,800	198,000	1941	17
150	150	1500	Alco-GE	RS-2	B-B	62,375	249,500	1949	18
150	151	1500	Alco-GE	RS-2	B-B	62,230	248,900	1950	18
150	152	1600	Alco-GE	RS-3	B-B	61,680	246,700	1951	
150	153	1600	Alco-GE	RS-3	B-B	61,950	247,800	1952	19
150	154	1600	Alco Pr.	RS-3	B-B	61,167	244,670	1955	20
160	160	1600	Alco-GE	RSD-5	C-C	90,050	360,200	1953	
200	200-201	1200	GM-EMD	SW1200	B-B	60,790	246,760	1957	

Rosters are based on data from A&SAB master mechanic, GM-EMD Publication Section, BS superintendent-maintenance, MT&W auditor, American Cast Iron Pipe Traffic manager, Pullman-Standard manager of works, Erman Corp. president, CV pres. and gen. mgr. M&G vice pres. TA&G mechanical supt., SCL asst. vice pres.-equipment, A&WP administrative asst. to president-gen. mgr., Becker Sand & Gravel general purchasing agent, Tenn. RR vice pres. and gen. mgr., FE President. All are accurate as of the fourth quarter, 1970.

For our roster, a short line railroad is defined as a common carrier listed in the Official Guide, the Pocket List of Railroad Officials, or both, with a route length less than 400 miles.

Locomotive builders: GE, General Electric Co.; Alco-GE, American Locomotive Com.-General Electric Co.; GM-EMD, General Motors-Electro Motive Div.; BW, Baldwin-Westinghouse; BLHW, Baldwin-Lima-Hamilton-Westinghouse; Alco, American Locomotive Co.; GM-EMC, General Motors-Electro Motive Corp.; Alco Pr., Alco Products.

(1) ATN 11, 101-111 sold to St. Louis-San Francisco, renumbered 11, 101-111, and renumbered 56.
(2) ATN 12 sold to Studebaker Corp. (4/48), then to U.S. Steel (1/59).
(3) ATN 600-601 sold to SLSF, renumbered 60-61, then to Foreman Portland Cement, renumbered 60-61.
(4) ASAB 901-903 requisitioned by U.S. Army, renumbered 8010-8012 (11/42). USA 8012 later used as Alaska Railroad 1034, then returned to USA as 8011, now stored serviceable.
(5) ASAB 905-908 sold to Tennessee RR, renumbered 1 (8/55), 2 (8/55), 5 (6/57) and 3 (11/55).
(6) ASAB 1001 sold to Becker County Sand & Gravel, renumbered 33 (7/5/69). ASAB 1002 was traded to GM-EMD for ASAB 506 (6/66); scrapped.
(7) ASAB 1501 rebuilt to an F7A by GM-EMD (1955), was traded to GM-EMD (6/70) for 507.
(8) AWP 551 was sold to Georgia, RR, renumbered 1005 (1st); no longer on Georgia roster.
(9) AWP 553, 678 were scrapped.
(10) BS 21-24 were originally Lake Terminal 1009, 1010, 1012-1013; then BS 21-24 (1962). BS 21, 24 sold to American Cast Iron Pipe, renumbered 102, 104 (2/69). BS 22-23 sold to Birmingham Rail & Locomotive (11/67). BS 23 then sold to Marinette, Tomahawk & Western, renumbered 23 (1/68).
(11) BS 71-75 rebuilt to BS SW900's 91-95 by GM-EMD (1958-60).
(12) BS 81-82 were sold to American Cast Iron Pipe, renumbered 101, 103 (12/63). BS 83 sold to Montepelier Stone Co. (7/61). BS 84 (1st) was wrecked and scrapped (1956). BS 85 sold to Chattahoochee Valley, renumbered 85 (3/61), then traded to GM-EMD for CHV 101 (1966).
(13) BS 84 (2nd) rebuilt from parts of scrapped Federal Barge Lines 51 and BS 84 (1st). Sold to Birmingham Rail & Locomotive (8/61), then to Alabama Asphaltic Limestone.
(14) BS 86 sold to Montepelier Stone Co. (7/61).
(15) BS 87 sold to Woodward Iron (3/63) and renumbered 65, then sold to Vulcan Materials and renumbered 4731. BS 88 sold to Birmingham Rail & Locomotive (10/61), renumbered 88; then to Feliciana Eastern, renumbered 88.
(16) BS 89 sold to Woodward Iron Co. (4/62) and renumbered 64, then sold to Vulcan Materials and renumbered 4712.
(17) BS 100-101 sold to Pullman-Standard Car Mfg. Co., renumbered 323 (4/64) and 321 (2/62).
(18) BS 150-151 have been rerated to 1600 hp.
(19) BS 153 was originally Federal Barge Lines 60, then BS 153, then Erman Corp. 153 (4/70), then Peabody Coal Co. ?.

Meridian & Bigbee Railroad's No. 1, a GP-7 built by General Motors in 1952, is one of three locomotives owned by this short line; other two are 102 and 103.

Railroad Class	Road Numbers	HP	Builder	Bldr's Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
Birmingham Terminal Company (owns no locomotives)									
Chattahoochee Valley Railway									
———	85	900	Alco	HH 900	B-B	69,000	230,000	1937	12
———	100	1000	Alco-GE	S2	B-B	72,000	240,000	1946	
———	101	1500	GM-EMD	SW1500	B-B	74,500	248,000	1966	12
———	743	1000	Alco-GE	RS-1	B-B	72,000	240,000	1943	21
Hartford & Slocomb Railroad									
———	1	660	Alco-GE	S1	B-B	?	?	1942	22
Meridian & Bigbee Railroad									
———	1	1500	GM-EMD	GP7	B-B	52,400	248,000	1952	
———	102	1750	GM-EMD	GP9	B-B	52,400	248,000	1957	
———	103	1500	GM-EMD	GP7	B-B	52,400	248,000	1951	23
Mobile & Gulf Railroad									
———	98	330	GE	70-ton	B-B	35,800	143,200	1942	24
Sumter & Choctaw Railway									
———	100	400	GE	44-ton	B-B	22,000	88,000	?	
Tennessee, Alabama & Georgia Railway									
———	50	1800	GM-EMD	GP18	B-B	61,100	244,430	1960	
———	80	2000	GM-EMD	GP38	B-B	64,520	258,080	1968	
———	707-709	1500	GM-EMD	GP7	B-B	61,330	245,332	1951	
Terminal Railway Alabama State Docks									
———	371	900	Alco	HH 900	B-B	69,000	230,000	1937	25
———	372	900	Alco	HH 900	B-B	69,000	230,000	1937	25
———	451-452	1000	Alco-GE	S2	B-B	69,000	230,000	1945	
———	481-482	1000	Alco-GE	S2	B-B	69,000	230,000	1948	26
———	491	1000	Alco-GE	S2	B-B	69,000	230,000	1949	
———	511	1000	Alco-GE	S4	B-B	69,000	230,000	1951	
———	521	1000	Alco-GE	S4	B-B	69,000	230,000	1952	
———	522	150	GE	25-ton	B	12,500	50,000	1952	27
———	541	1000	Alco	S4	B-B	69,000	230,000	1954	
———	571	1000	Alco Pr.	S4	B-B	69,000	230,000	1957	
———	681-682	1500	GM-EMD	SW1500	B-B	?	?	1968	
Western Railway of Alabama									
———	501	1500	GM-EMD	F3A	B-B	57,960	241,000	1948	28
———	502-503	1500	GM-EMD	FP7A	B-B	61,000	257,000	1949	29
———	521	1500	GM-EMD	GP7	B-B	60,008	247,000	1950	
———	522-523	1500	GM-EMD	GP7	B-B	60,800	247,000	1950	
———	524	1500	GM-EMD	GP7	B-B	60,212	247,000	1952	
———	525-526	1500	GM-EMD	GP7	B-B	60,450	247,000	1953	
———	530-531	1750	GM-EMD	GP9	B-B	59,610	245,000	1954	
———	621-623	1000	Baldwin	VO 1000	B-B	72,450	241,450	1944	30
———	624	1000	Baldwin	VO 1000	B-B	72,450	241,450	1944	30
———	630	1000	BW	DS4-4-1000	B-B	68,850	229,500	1948	31
———	701	3000	GM-EMD	GP40	B-B	62,422	262,170	1967	
———	702	3000	GM-EMD	GP40	B-B	62,102	245,000	1968	
———	703-704	3000	GM-EMD	GP40	B-B	62,550	235,780	1969	
———	705	3000	GM-EMD	GP40	B-B	62,305	249,240	1970	
———	706-707	3000	GM-EMD	GP40	B-B	62,230	242,900	1970	

(20) BS 154 was originally Federal Barge Lines 61, then BS 154.

(21) CHV 743 was originally Chicago, Rock Island & Pacific 743, then Birmingham Rail & Locomotive 743, then CHV 743.

(22) HS 1 was originally Inland Waterways 1, then HS 1.

(23) MB 103 was originally Illinois Central 8951, then MB 103 (12/64).

(24) MGU 98 was originally New York Central 508, then NYC X508, then Despatch Shops 2, then MGU 98.

(25) TASD 371-372, purchased from U.S. Government, may have been BS 83, 86, which were then Montpelier Stone Co.?

(26) TASD 481-482 were originally Delaware & Hudson 3018, 3022, then Birmingham Rail & Locomotive 3018, 3022, (12/5/63), then TASD 481-482.

(27) TASD 522 was originally Alabama Public Grain Elevator ?.

(28) WA 501 was traded to GM-EMD for new power.

(29) WA 502 sold to Georgia RR, renumbered 1005 (2nd). WA 503 is no longer on roster.

(30) WA 621-624 were originally WA 1-4. WA 621-622, 624 were scrapped. WA 623 is no longer on roster.

(31) WA 630 sold to Seaboard Coast Line, renumbered 91 (2nd). (1969).

Atlanta & Saint Andrews Bay No. 1001 was an Alco-GE S2. Eventually traded to GM-EMD, it has since been scrapped.

Locomotive of this month is the FT road-freight unit. Above, a Reading FT wheels a freight at Birdsboro, Pa., in 1954.
Pete Marchetti photo (collection of Jim Edmonston)

TRACKSIDE IN THE DIESEL AGE

By JIM EDMONSTON

THE BALDWIN ERA in Cincinnati finally closed last February 21st at 3 a.m. when the Baltimore & Ohio's road-switchers, 2243 and 2244, were shut down and parked behind the Stockyards roundhouse for the last time. Those two had just returned off the "bridge job," a nightly transfer run between Louisville & Nashville's De Coursey Yard in Kentucky, just across the river, and the B&O's Millcreek Yard in Cincinnati.

The big 1600-hp. units were the final Baldwin diesels operated in this area. Three of them—2243, 2244, and 2246—had been handling the B&O transfers regularly, after being stored in Chillicothe, Ohio, for a while in the late sixties. No. 2246 developed internal problems and was killed last December. Now, with all three awaiting disposition, as the insurance policies ran out on 2243 and 2244, they will probably go in trade on the next new order.

For many years Baldwin Locomotive was a famous name in Cincinnati, as elsewhere. New York Central had Baldwin DR-4-4-15 and RF-16 road units, RS-12 road-switchers, and S-12 switchers; Chesapeake & Ohio used giant AS-616 road-switchers on Cheviot Hill until two years ago, while B&O had its fleet of AS-16's. The Baldwin name also cropped up on the maintenance charts of B&O's 1000- and 1200-hp. Lima switchers, the New York Central's rare Lima 1200-hp. road-switchers, and the Cincinnati Union Terminal's ultra-rare 750-hp. Lima switchers. Now the grand old name is gone; the last churning De la Vergne engine has been shut down.

NYC's former West Shore Line (now Penn Central's River Division) has changed from six-axle (C-C) units to four-axle (B-B) models, reports Thomas Frawley, 114 Ayers Court, Teaneck, N.J. Tom says the big C-C's were spreading rails on the curves, causing derailments. Now in evidence today on West Shore are GP's from 9 to 40, F-7A's, U-28B's, U-33B's, and Alco C-420's.

CP Rail has finally received and put into service the overdue Milwaukee-Worthington C-640, No. 4744. This big unit is the successor to the Alco (now MILW-Worthington) C-636. According to Bruce Chapman of Ottawa, it was delivered last February 22nd. New GP-38's also are arriving from GMD (Canadian GM), No. 3006 having shown up last February 14th and 3007-3009 a few days later.

The Santa Fe switchers mentioned in our April department are not HH-660 but HH-1000 models, corrects Steve Hoskins, 7672 Rhine Dr., Huntington Beach, Calif. He's right. Sadly, though, according to both him and Charles H. Cox, 2161 Brant Dr., San Francisco, Calif. (the latter works at Colton tower interlocking), all these thirty-year veterans are now out of service. Many newer S-2's and S-4's also are in dead storage and so is RS-1 No. 2394.

We learn from Steve that all Los Angeles Division yards will be switched with GP-30's and GP-35's, while Charles looks for the day when the CF-7's turned out by Cleburne Shops will replace all Santa Fe Alcos in southern California. A major problem is the excessive smoke and noise from the Alcos. Charles Cox says that ATSF, Union Pacific and Southern Pacific have been fined heavily for "diesel pollution" in his area. Wonder what fines were levied during the Steam Era, or wasn't ecology a major issue then?

We hear from an Illinois Central engineer, Walter W. Mack, 208 E. Greenwood, Champaign, Ill., that EMD SD-45X demonstrator No. 4201 is currently operating on his railroad. IC bulletin 31, covering maintenance and operation of this unit, restricts it to trailing or middle unit in ATS territory, as it has no automatic signals. Walter says it has been in coal drag service and will be on the IC "for an indefinite period."

Who can supply information about two FM units on Norfolk & Western bearing the same numbers? C. H. Cox of San Bernardino, Calif., spotted this phenomenon in Virginia last November, he writes. One unit was blue, the other black. Probably the blue unit was ex-Wabash.

Baltimore & Ohio GP-40 No. 3743, part of a new order of 40 (3740-3779) was photographed in Bridgeport, Pa., by William Birkholz, Center Garden Blvd., Yaphank, N.Y. The new unit in B&O-Reading pool service, was sandwiched between Reading GP-30 No. 3611 and B&O GP-38 No. 3846. Bill says B&O has an order in for 65 more 3000-hp. units, very likely GP-40's.

Southern Pacific's final two E-9's, Nos. 6049 and 6053, went to EMD as trade-ins last February 18th, according to Dick Sievers, Glendale, Calif. He states also that the Alco hydraulics 9800-9802 model H-643, commonly called "alcohaulics," are back in service out of Roseville. So are all three DD-35's (9500-9502) and the three U-50's (9550-9552). Great news! SP is installing amber flashers on cab roofs, like those on ATSF GP-38's and Burlington Northern GP-38's.

In 1939, a relatively obscure company known as EMD startled the railroad world by pitting a frail-looking, four-unit, streamlined diesel loco against the best steam power in the land and came out on top. Thus was born the FT, first of a long line of F-unit

freighters, sometimes called "the most famous face in dieseldom."

Perfectly engineered, classic in design, simple to operate, and as powerful as a Mallet, the FT quickly made friends with the operating departments of one railroad after another. Only World War II slowed the FT's march and allowed competitive models to get a start. Still, between 1939 and 1945, some 563 FTA and 527 FTB units rolled out of EMD's LaGrange plant. They gave EMD a corner on the diesel market which has never since been challenged.

Our locomotive for July, then, is the 1350-hp. FT road-freight unit. These were produced originally as semi-permanently coupled (drawbar) A-B sets, although a few A-B-A sets were built. Most of them soon got automatic couplers, and to this day the drawbar coupling remains the only flaw ever found in the FT design.

External features include famed "bulldog" nose, four closely-spaced portholes in the sides, four stacks (visible only from above), and, on units with dynamic braking, a large boxy structure on the roof housing the resistors. B units had an extra-long overhang past the rear trucks, providing space for steam generating equipment. Some FT's were fitted for passenger service, but were indistinguishable from freight models.

Most railroads modified their FT's, changing portholes, grills, number boards, etc. Some, like the B&O, rebuilt them and boosted their horsepower to 1500. But a few, such as those orphaned when the New York, Ontario & Western folded, retained their 1939 looks to the end, complete with drawbars. The last two FT units operated in this country ran in the apple country in Washington State on the Northern Pacific. They were finally retired and sent to EMD last December. Two ex-Northern Pacific units are reported still working on Sonora-Baja-California in Mexico.

Five portholes in "B" unit of Santa Fe FT No. 116 indicate hostler control.

All photos on this page from Jim Edmonston collection

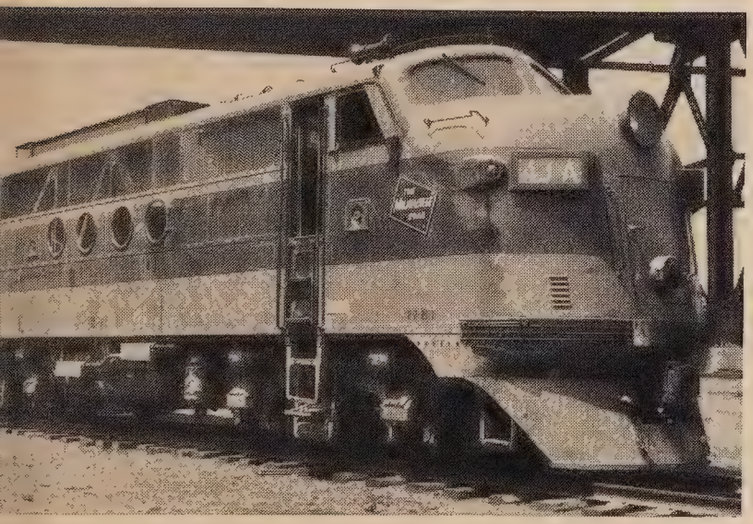
Of course, you can still see the original FT, the Southern's No. 6100, at the St. Louis Museum of Transport.

To sum up EMD's great FT, when the units were demonstrating, inexperienced crews had trouble with pulled drawheads in freights, due to the unexpected power. It prompted an unwritten operating rule: "Remember, this locomotive will move whether the train does or not!"

Penn Central and L&N have recently been delivering new General Electric U-36B's to Seaboard Coast Line. Most of them rolled through Cincinnati. The SCL, in turn, has been sending worn-out F-7's north in trade. An embarrassing situation was averted at PC's Sharonville Yard in Ohio when an old F7 was seen heading south in a train coupled to a new U-36B. Somehow it had been sent the wrong way, and thus SCL almost had a new unit plus a bonus. Jay Thompson of Maryville, Tenn., spotted SCL U-36B No. 1775 passing his way, also two new Florida East Coast GP-40's, the 409 and 410. This completes FEC's order of ten.

Southern Pacific No. 7121, an Alco C-628, looks different now, due to a wreck on the L&N, where it was operating. After L&N had wiped out 7121's nose and cab, the unit went to GE for repair, since Alco has quit the market. So now 7121 is a General Electric U-30C to the rear of the cab but C-628 on back. It's a weird-looking engine, the only one of its kind. L&N has been using the 7121 and sister SP C-628's from DeCoursey, Ky., south on its EK Division and in Tennessee. The SP men at Taylor Yard are in for a shock when "Christine" returns.

Send me diesel news to 792 Farnham Court, Cincinnati, Ohio 45240.



Milwaukee Road FT No. 43-A is shown with enlarged number boards plus a Mars light in Milwaukee, Wisc., in 1954.

This Baltimore & Ohio FT was rebuilt and upgraded to 1500 hp. Note blanked portholes and F-7 style radiator grill.

The BALL of FIRE

FICTION STORY by RAYMOND HULL

AT FOUR in the morning the small Sharktown depot had a slightly spookish look. Light pouring from the bay window was swallowed by ground mist swirling out of the nearby marsh. Overhead, clouds scudded past a full moon, while from down the tracks a switch lamp stared like a jealous green eye. With a banshee wail, a locomotive whistled for the station, the distant headlight a glowing pinpoint in the darkness.

A lone individual on the cinder platform, the fat Pullman conductor, Bert "Tubby" Lardner, stood shivering and yawning, hoping to go to bed soon after boarding Number 53. There'd be no reason why he shouldn't, probably; this was "Bucky" Shaw's run and that young conductor always had his sleeping cars under control. Too bad he and his wife weren't hitting it off, but so far domestic trouble hadn't seemed to take his mind off his job. That wife, being a temperamental redhead, was commonly referred to as "a ball of fire."

Tubby hated these occasional nights spent riding trains and acting as a service inspector, one of his duties as the company's summer agent on Cape Haddock. He had not yet written up a conductor or a porter, preferring to jaw on the spot whenever he encountered sloppy railroading. And his system worked. The mere possibility that he might be waiting at any depot kept the crews on their toes.

As the train slowed, Tubby glanced rearward along the six darkened sleepers, expecting to see light splashing from opened vestibule doors. When only one patch appeared, far to the rear, he boarded the car as it started moving, his round face screwed into a wondering scowl. A layer of cinders in the entrance to the first Pullman indicated that no broom had been applied for hours. In the dark narrow aisle between green curtains, he stumbled over several pieces of luggage, a safety hazard. Entering the smoker, he glared about at further evidence of inadequate supervision—the compartment untidy and festooned with soiled towels, the porter sprawled awkwardly on the sofa, sound asleep.

"Where is the Pullman conductor?" Tubby demanded, shaking him awake.

Receiving in reply only a "Dunno, suh!" he stormed through the next three sleepers, awakening porters and inquiring for the conductor. To his astonishment, no one had seen Shaw for hours, could not say where he was.

It was Shaw's night, certainly; his signature appeared on the inspection reports in the light-control lockers. But where was he now? Not off-duty in any berth, obviously, since the least efficient conductor would not retire without first indicating his berth on the porters' call-cards in case of emergency. But Bucky Shaw had not even issued these cards!

No wonder four porters in a row were napping. The cards would have divided them into pairs, relieving one another. But the primary function of these cards—and what made their lack so critical—was listing the "shorts," or passengers for points short of the terminus.

Tubby's brow creased unhappily. Soon it would be time to begin awakening the shorts—and there could be no guessing about them. Carrying people past their destinations in the middle of the night was a serious business, too often ending in law suits. He'd not go to bed, after all, Tubby informed himself, sighing disgustedly. And he'd probably have to write up Shaw, like it or not.

He was relieved to find the last two sleepers—manned by porters regular on the run—in a satisfactory condition. The tall, rawboned Jud Potter was wide awake, guarding his car and the one behind, while its custodian slept.

"What's happened to Shaw?" demanded Tubby. "Where in hell is he?"

Jud shook his head worriedly.

"He get left behind, somewhere?"

Jud's head shook again. "Not likely, Mr. Lardner. Not to my thinking."

"Good grief!" said the exasperated Tubby. "What are you trying to hide? You might's well tell, I'll find out anyway, sooner or later."

"Uh-huh. Guess you will." Jud's dark scowl indicated that he'd prefer not to be a stool pigeon. "I wouldn't be too rough with him. Ain't like Mr. Shaw to get hisself plastered on the job. No suh."

"Shaw drunk? So where's he sleeping it off?"

Jud shrugged. "In some berth, most likely. Only nobody can say where. He

was in my Drawing Room A, drinking with two salesmen. 'Bout one o'clock out be came, staggering all over. Wouldn't let me help him—I tried, Mr. Lardner. He just went into the next car, and nobody ain't seen him since. Trouble is . . ." the black's nose wrinkled disgustedly, "them green porters up ahead don't know what's in their cars. Could be an elephant, and they wouldn't know."

An arm swept the doorway curtain hastily aside and the skipper entered. Young, slim Bill O'Rourke, recently promoted, took his duties seriously. He had learned much from Tubby about handling sleeper transportation, and the two were friendly.

"Guess you know we're short a Pullman conductor," he said tersely.

"Yeah. You heard Jud's theory?"

"I heard it, but . . ." Bill scratched his head. "I've checked the train twice, looking for Shaw, and every berth's empty that should be."

He patted the long manila envelopes in his coat pocket, one for each sleeper, containing railroad tickets for the occupants. On the envelopes were printed diagrams, on which the skipper indicated the berths occupied, and the passengers' destinations.

"Maybe," said Bill gloomily, "Bucky opened a door to get some fresh air, and fell off. I thought he was asleep until a little while ago, so I haven't started wiring for folks to look for him."

"He could still be on the train, even though you've checked it thoroughly." The puzzled agent ran stubby fingers through his thinning black hair. "Known funnier things to happen. But forgetting him for a minute, guess I'll have to get the shorts from you."

THE SKIPPER handed Tubby the slips of paper. "Wrote 'em out, but sometimes the Pullman and railroad tickets don't show the same destinations, and Shaw didn't check with me." Bill stared worriedly. "Tubby, you've got to straighten out this mess somehow."

"The only thing that'll straighten us out is Shaw's diagrams." The Pullman conductor braced himself as the sleeper yawed around a curve. "And to find *them,* I'll have to find *him.*"

Tubby walked slowly through the Pullmans, thinking hard. If Bucky were still aboard, he'd be in some berth, most likely a lower. But all the lowers had been sold, and no passenger would quietly accept a drunken crew member as a bedfellow. Except another drunk, of course. Half-heartedly hopeful, the conductor canvassed the train, only to learn that there had been no drinking except in Jud's drawing room. Bucky was not there.

About to give up, Tubby thought of one more remote possibility. Again he trudged through the sleepers, asking each porter if he knew of two or more people traveling together but occupying separate berths. He learned that in the car ahead of Jud's, two sixteen-year-old sisters were in Lowers 6 and 7.

The curtains of Lower 6 were buttoned securely together. But on studying Lower 7, he uttered a low whistle. Those curtains were not buttoned at all, merely drawn together. Although it was a bad business, a crew member peeking into a woman's berth, Tubby drew a deep breath and parted the drapes. Moonlight shining through the windows revealed the lean, black-haired Bucky Shaw sprawled at full length, his cap crookedly over his face.

It was the freakish setup for which Tubby had dared to hope. More than once he had known young girls to climb into a single berth to talk and giggle until dawn. The befuddled Bucky had evidently found the curtains of Lower 7 apart, and the temptation to stretch out in the empty berth had been overpowering.

The problem was to remove Bucky without noise. They'd have to lift him out bodily. Tubby and the porter achieved it, with considerable grunting, and dumped the still sleeping Shaw on the smoking compartment sofa.

"Now bring him around," the conductor ordered, "with ice water!"

Using Bucky's reports, Tubby found it easy to check the shorts with Bill. He made a correction on one of his slips.

"Not so good," he said. "We might not have caught that one."

"Lucky as hell." The skipper slumped in the coach seat. "Feel kind of sick, thinking about reporting Bucky."

"Been wondeirng, myself." Tubby sighed wearily. "If the guy were a boozer . . . but he's not. He'll be canned, too, sleeping in a girl's berth."

"He's usually on his toes." Bill meditatively slipped a rubber band around a bundle of tickets. "If I could only be sure it wouldn't happen again!"

Tubby paused thoughtfully. "I've got a hunch that fighting with his wife, Molly, is what's behind this. I know that ball of fire pretty well, and if I could show her what she was doing to her husband, things might clear up."

"Why don't you?" Bill sighed. "But tell the guy for me, that one more mess like this . . ." The skipper drew the edge of his hand suggestively across his throat. Just then the train slowed and Bill peered out the window.

"Slow order," he explained. "They're overhauling the right-of-way, realigning a couple of curves."

Tubby was concerned with how to go about the ticklish job he had just talked himself into. Nothing in the rule book covered this problem; he'd have to blunder ahead. Returning to the sleeper, he found Bucky stripped to the waist, dousing his head in the wash basin.

"If you knew the trouble you caused me!" Tubby grunted sourly. "We might have carried somebody by. And do you know where we found you?"

Shaw reddened. "Yeah," he said.

"What I want to know, is how did you come to do it?"

"I didn't mean to." Bucky heaved a wet towel at the rack. "Just jittery, and took a drink or two. All I remember is getting out of that room." He glanced at Tubby. "If you wrote me up, I couldn't hold it against you. Got it coming, I guess."

"Nobody's going to. But I warn you, Shaw, for Bill and me both—you'd better keep your nose clean!"

That off his chest, Tubby studied Bucky's lithe torso admiringly. No wonder he'd damn near won the amateur welterweight championship! Good looking, too; curly black hair, alert black eyes.

"It's my idea," Tubby said casually, "that your ball of fire has finally got under your skin."

"Molly and I," he seemed to bite off the words, "are finished—the party's over. When you see her, which is more than I can seem to do, tell her that I may re-enlist in the Army. No woman problems there—love 'em and leave 'em."

"Bad as that?" Tubby's mouth hung open. "But Molly's got a lot of sense. Can't you reason with her?"

"Can you reason with a screwball? That's what I married, not a woman." Bucky winced. "Always that damned newspaper job of hers. What I want is a wife." He doused his head in the basin, ending the discussion with a splutter.

Tubby left the compartment. Things *were* bad, worse than he'd thought.

Shortly after arrival at Cape Haddock, when the passengers had been

discharged, Tubby saw Shaw heading for the dock.

"No breakfast?" he queried.

Bucky shook his head. "I'm eating on the boat—spending the day at the Island. That way, I won't make a fool of myself in town." He held out his hand. "And about last night—thanks a lot, Tubby. And no more drinks."

AFTER a few hours' sleep, Tubby phoned the Cape Haddock *Daily Chronicle* and learned that Molly Shaw was out seeking an interview, but might be found at the Ocean View Hotel. He trudged to that rambling resort, and in the old-fashioned lobby he met the girl coming from the manager's office.

"Hi, Tub!" smiled the redheaded reporter, "Since when do you hobnob with the plutocrats?"

The girl's father, hogger Pete Clark, described his daughter as a beautifully-proportioned, medium-sized piece of smooth-acting machinery, with a mind of her own. There were other specifications also; a pert, freckled face with greenish twinkling eyes. Her breasts and backside formed delightful curves, and a lilt to her movements suggested music. Her temperament was fiery.

Sometime ago, she and Tubby had become firm friends. The conductor knew he could be blunt with her.

"Come to see you," he grunted. "Let's go where we can talk."

"The veranda?" Molly glanced at it. "The price will be a lemonade."

"Your husband," the conductor announced, lowering himself into a wicker chair, "could have been fired over what he did last night. Molly girl, what in hell are you doing to him?"

"Just hoping he *will* get fired," the ball of fire stated. "Then perhaps I'll have a husband who's home every night."

"Good grief!" Tubby watched a gull hover over the surf. The girl, he noticed, did not seem quite her usual lively self. There were shadows under her bright eyes, a strained note to her voice, and she had acquired the habit of twisting her handkerchief.

"So it's a war of nerves," he commented. "Well, last night Bucky told me that he may go back into the Army."

"Not that! Oh Tub—not that!"

The conductor nodded soberly. "Come on, Molly, what's behind all this? We've told each other some troubles before."

The girl looked over the railing at a sloop tacking toward the lighthouse.

"I don't like being a railroad widow, she said. "I scarcely see Bucky two days a week, and then he's asleep half the time. In fact, I thought I'd go crazy. Then I got my old job back, and the fun started."

"I see your point. Couldn't Bucky?"

"He might have. Only every day he came in, I'd have some assignment that kept me busy, even out of town sometimes." Molly sighed. "So, after he hadn't seen me for a whole week, he got fed up. Then the fighting started."

"Let's look at his side," Tubby said. "Railroading, especially for a Pullman man, is a tough life. We have no eight-hour law, you know, we're away for days, and a man can get pretty damn lonely. And sex-hungry, too," he added frankly.

Molly grinned mischievously.

Sparring for time in which to collect herself, she rouged and powdered. "It's awful—marriage going on the rocks. So now you see why I want him to get fired, so he'll find a civilized job."

"That's not the answer, Molly girl! Not if I know men." Tubby glowered at a college boy, who was staring wolfishly at Molly. "Put Bucky in the wrong kind of job and he wouldn't be happy; he's too restless, too impatient. Your husband loves railroading."

"That's just the trouble," Molly said. "I want him to love me—physically, and in every other way."

"What brought on your last row?"

"A telegram, Tub, one he sent yesterday. He said he'd be home today and I'd better be a dutiful wife—or else! So I blew a gasket and said I wasn't taking orders from anyone, and I wouldn't be there."

"No wonder he got tight!"

"And that Army talk!" Molly moaned. "He'll do it, too, unless I stop him." Fear widened her eyes. "And I won't see him tonight—that boat doesn't get in until 'most train time. Oh, Tub, what'll I do?"

"There's only one answer; take the train partway. Of course, he'll be too busy to talk until early morning, even with me helping him as far as Sharktown. So it may be a boring trip for you."

"Oh Tub! You going, too!" the ball of fire squealed delightedly. "Try to smooth his ruffled feathers, so he'll talk to me." She thought for a moment. "And maybe I can talk my boss into paying for this trip. I can't seem to get hold of Mr. Norton, but he'll be on the train tonight. He's the owner of this hotel, you see, and he has a big deal on—it's important news."

WHEN Tubby inspected train 53 that evening, he found at the head end a gleaming new locomotive, a Baldwin 4-8-4, heavier and longer than any of the Cape Haddock & Shoreline's old motive power.

"She came in light this afternoon," the skipper explained. "They hadn't intended using her until a couple of bad stretches of track had been worked over, but old 803 broke down today. So tonight's trip'll be a sort of test run, and the brass collars are acting like kids with a new toy. Be enough aboard to sink a battleship—the division super, the trainmaster, and the super of motive power riding the cab." Bill faced Tubby anxiously. "So for God's sake, I hope there's no such trouble in the Pullmans as we had last night."

"Me, too," grunted the conductor.

Receiving time came. As Tubby was the helper, he remained on the depot platform, directing passengers, while Bucky and Bill lifted transportation at a table in the waiting room.

Molly Shaw arrived breathlessly, as shapely as ever, ten minutes before departure.

"Tub," she panted, "haven't checked in yet. An upper in car 27's the only one I could get, and I've just got to be in 31 to watch Mr. Norton's drawing room. He might rebuild his whole hotel this winter, and he expects a message from his lawyer at some station about the financing. Mr. Norton said if I was around then he'd give me the whole story. So I've got to watch for that message."

"Bucky's handling the space," Tubby said. "See him."

"Oh, golly!" the reporter bit her lip.

She seemed scarcely sixteen in her pleated short sleeved dress with a chic little felt hat—all of which, Tubby realized, was her war regalia. He watched her dart into the depot, and come out a moment later looking grim.

Immediately after the train had left, he trailed Bucky through the Pullmans seeking an uncrowded smoking compartment which could serve as an office. They encountered Molly in the corridor of car 31, near Mr. Norton's drawing room.

"Your sleeper," said Shaw, as impersonally as though addressing any passenger, "is two cars ahead."

"Bucky—" The pert redheaded reporter gazed up appealingly. "Don't be like that. I'm really here to see you."

Shaw tensed. "You're here to watch Norton's drawing room. Aren't you mixing up our jobs now? It was bad enough ruining my home life!"

"What home life!" The fireball's eyes blazed and she forgot to whisper. "Your idea of home life is a nice cozy long-distance phone call. You cuddle up to your telephone and I'll cuddle up to mine!"

"Good grief! Quiet!" Tubby ordered. "People are asleep."

"And furthermore," the girl raged on, "I did get on here to see you—"

A deep bass voice from nearby Lower 12 suddenly boomed out. "Can't you lovey-doveys brawl somewhere else?"

The porter's bell shrilled. Loud chortling came from Uppers 11 and 12 and a baby cried fretfully. Heads began poking angrily from berths.

Tubby shoved Bucky along the aisle, muttering, "Good grief! Break this up! Molly *did* come along to see you."

"To needle me, you mean!" retorted Shaw. "But you needn't worry —I'm staying clear of her." He consulted his diagram book. "Might as well let her sit in that Lower 11. It's Sharktown space, be vacant until there."

The porter doubled back the mattress and reassembled one seat of the berth, making a comfortable place behind the curtains for Molly to sit, only a step from Mr. Norton's drawing room.

Tubby stopped by to whisper to her: "You don't seem to be doing so well. Your husband's madder than hell now. Why can't you control your temper?"

"I meant to, Tub!" Molly sniffed.

Tubby was entering tickets on diagrams when 53 stopped at Manning. A few minutes later, he felt the Pullman begin to move. Then, suddenly, it stopped again, so abruptly that it jerked him forward. He glanced curiously out the window, then continued working, as the train had resumed its journey. A minute later, in trooped the skipper, the trainmaster, and the division super.

"You know who pulled the communication cord?" demanded Bill.

Tubby shook his head, and the procession headed toward the rear.

THEY went back with Molly. The heavy-jowled super motioned her to a seat and cleared his throat. "Young lady, I understand from the flagman that he pulled the cord so that you would not be left at Manning. I understand you jumped from the rear end and went some distance from the train. I'm quite curious as to why you'd do such a foolish thing."

"I had to get some copy to my boss —I work for the Cape Haddock paper."

With her hands in her lap, Molly glanced timidly up at the super, a schoolgirl act which Tubby had seen her pull before. "I had oodles of time to run back to the road and give my message to the crossing tender. He's a third cousin, and he'll phone it in for me. And I'd have made it easily, only six awful freight cars backing from the sidetrack cut me off for a while. Then I ran; and Shorty—I mean the flagman—saw me and stopped the train." Molly gulped. "I'm sorry, sir."

Tubby fidgeted uneasily. The incident might not end here. It didn't. After Molly had departed, Bucky entered with tickets for Tubby to record. He glanced curiously at the assemblage.

The super eyed him sternly. "Conductor!" he boomed authoritatively. "Do you know we made an emergency stop at Manning because of your wife? She would have been left there if the flagman hadn't pulled the cord."

Shaw stared in bewilderment. "How come?" he finally asked.

"Getting a message to her paper. The important thing is that we lost time there, and passengers were shaken up. In other words, conductor, please keep your wife under control in the future."

Bucky reddened. "I'll give her a talking to," he spluttered.

The steady drumming of the wheels struck a deeper tone as they rumbled over a short trestle. Soon, Tubby knew, they would be slowing for a stretch of track undergoing repairs. Momentarily out of a job to do, he decided to view the right-of-way from the rear.

The passengers, he noticed while passing through the aisle, were still restless after their rude awakening. The baby whimpered. Lower 6 kept thrashing about and pounding his pillow, and a nun in Lower 8 was mumbling softly, as though telling her beads. Lower 12 snored and snorted in his sleep, and two girls were still tittering. Even the car itself made discordant noises; a loose berth side-rod was swinging, *clank-clank clank-clank.*

"Psst!" hissed Molly from Lower 11. "Oh, Tub! Did the superintendent scold Bucky because of me? Is he madder than ever now?

"Why'd you ever do a fool stunt like that?" Tubby wagged his head sadly. "Thought you had more sense."

"It was some notes on a lecture this evening, Tub. Covering it made me late for the train, and I wrote it up after I got aboard. And the Manning telegraph office was closed. I'd have had time—it was only a few steps. But those freight cars—" Her strained voice indicated her concern. "What's the score?"

Tubby shrugged. "I don't want any more trouble aboard this train."

Just inside the rear door, he found the flagman, "Shorty" Joe Mallin, sitting on a chair borrowed from the ladies' room.

"Hi, Joe," the conductor said. "plenty of brass aboard tonight."

Joe grinned widely. "Yeah, ain't we lousy with it? And have I gotta keep my nose clean, after that Manning business!"

ON THE REAR platform, Tubby found that the flagman had opened both vestibule doors, leaving the traps down. Resting his arms on the tailgate, Tubby watched the moonlit track unreel from beneath the Pullman and slide off into the night.

Molly had left her seat to go to the toilet. Bucky, wanting to ask Tubby a question about tickets, started through the car. Hearing a giggle, he glanced up at the archly smiling girl passenger named Brownie.

"Will you get the ladder, please?" she requested. "I need it."

Shaw hestitated. Bringing ladders was porter's work, but the black man was off duty and it would be simple to do the job himeslf. Removing the ladder from its locker, he hooked the top to the berth's edge. Then Bucky stood by to assist the passenger down, as regulations required. He was not even smiling. Instead of descending the vertical steps properly—facing inward and clinging with both hands, Brownie sat on the edge of the berth, lowered her pretty legs, and started down *facing outward.*

"Miss!" he gasped. "Not that way! Turn around! You can't hold on!"

Brownie giggled and came down another step, leaning dangerously outward. "Ooops!" she gulped, suddenly removing one arm from the ladder just as the car yawed around a curve. There could be only one result—the ball of fire pitched off the steps, grabbing wildly at Bucky.

Shaw caught her fairly. But the impact threw him off balance and they went to the floor in a tangled heap. While her girl friend, Blondie, whooped with glee, they tried to sort themselves out.

At this point, the mischievous Blondie decided that the episode needed an anti-climax. Still chortling, she reached out and wrenched Brownie's negligee from behind. There was an

ominous sound of tearing silk. Brownie squealed, wheeled about, and glared at Bucky. Gritting her teeth, she swung her arm, and the wallop she landed echoed throughout the sleeper.

At that moment Molly returned to the Pullman. She drew the logical conclusion: Bucky had stepped out of line. While she was worrying about their failing marriage, he was philandering.

"Now I see why you like railroading. It does have its moments, doesn't it, my sweet?"

"But I didn't do a thing," wailed the dumbfounded conductor. "Honest."

Roused by the loud voices, the nearby baby cut loose with a bellowing that would have shamed an air-raid siren. The porter's bell shrilled stridently. Lower 12 contributed his foghorn voice: "F'God's sake! Is this a sleeping car or a battlefield. *Now shut up*!"

Outside, Bucky found his tongue. "If you had any sense at all," he raged at his wife, "I could explain. But what can you expect of a fool woman who goes jumping off cars and upsetting a whole damned train!"

Molly's eye flashed. "Upsetting your harem, you mean!"

Her freckled arm darted toward Bucky's coat pocket. One yank and a toss, and his diagram book went flying over the tailgate. Tubby shut his eyes, lest he see the rubber band enclosing the folder break and the irreplaceable reports and tickets go flying all over.

"Molly—you fool!" he said bitterly.

"Ooooh!" The girl's horrified eyes peered into the darkness. "I never . . ." She bit her knuckles, realizing what she had done. "Oh, Bucky!"

Her husband was already down over the trap, standing on the lowest step.

"Pull that cord, Joe!" he yelled.

Since the train had slowed to about ten miles an hour while passing over the track under repairs, a man could drop off without injury if he knew how. Shaw let go, landed neatly on one foot, ran furiously, and kept his balance. Then he whirled and sprinted back along the track.

The flagman, meanwhile, had pulled the communication cord twice, letting the engineer handle the air himself.

"Cripes!" he grunted. "The second time tonight!" Then he saw what Molly was doing and yelped: "Hey! Don't!"

"Bucky!" the girl yelled from the opposite step, her dress and her auburn hair streaming in the wind. "Wait for me! You'll need a light!"

She scooped up Joe's red and white lanterns, and while he and Tubby bumped against each other trying to grab her, she leaped into the darkness.

To the conductor, it looked as if she landed on her face, bounced once, and rolled over twice. Yet by the time he galloped back to her, she had recovered from her fall sufficiently to raise herself on hands and knees. Blood trickled from a gash in her forehead. The knees of her nylons were gaping holes, with raw flesh clearly visible, and her forearms were severely scraped. She had lost the heel from one shoe.

"Oh, Tub!" she moaned, pushing aside the hair from her face. "It—it wasn't exactly a happy landing."

Joe eyed her appraisingly. "No broken bones, eh? So we'll get you aboard quick and patch you up. Here comes Shaw, so let's get going." Grabbing up his two smashed and useless lanterns, he muttered, "How'm I gonner flag with these?"

Molly stared at her husband, pounding over the ties toward her. "You got it?" she shrieked. "The book?"

"F'God's sake!" Shaw halted, startled by his wife's battered appearance, shaking his head. "Of course I didn't get it! Not with you screaming and lanterns flying all over. You might've killed yourself!"

"Never mind me!" She squirmed free, nearly fell, and grabbed wildly for Bucky. "Get it!" she half sobbed. "That's the important thing—your job. Bucky—"

"Hey! What *is* this?" By now the exasperated Joe was dancing with impatience. "Who you two think that train's waiting for—Santa Claus? Now get aboard. We gotta highball!"

"They must be fight-happy!" Tubby gritted his teeth. "Shaw! You get your wife into that ladies' room quick—keep her out of sight. Patch her up. Shorty and I'll go looking—."

"Uh-uh! Think again, Tubby." The flagman headed resolutely toward their train. The locomotive whistle blew one long and three short blasts, the signal for the flagman to start walking.

Joe retraced his steps. "Okay, Tubby. As long as I gotta go back anyway, we'll find that book if they give us time. I saw where it fell. Near a pile of gravel."

Bucky headed for the train, carrying his fireball; the conductor accompanied Joe in the opposite direction.

"What worries me," Tubby said gloomily, "is that those two'll probably walk right into the arms of the brass collars coming to see what's wrong. And with Molly looking like she'd been through a meat grinder—" He sighed resignedly. "Shaw won't talk his way out of this."

"And what about me!" Joe waved an unlighted fuse. "Didn't I get one going-over on account of her? And now everybody's jumped off that rear vestibule, right and left, and her getting half killed. Not to mention the brawling and throwing tickets over the tailgate!" He kicked disgustedly at a tobacco tin on a sleeper. "So what'll I tell the super this time?"

"Don't think I'm not on the spot too!" grumbled the conductor. "It was my job to keep things under control. Should've known better than to suggest Molly come along. Women don't follow rules."

"You telling me! Hey! Look!" Joe picked up the diagram book from between the rails, its contents still intact, thanks to the stout rubber band enclosing it. "Cripes! Are you guys lucky!"

Later, Tubby found the Shaws in the ladies' room. Molly was quiet while Bucky scrubbed her arms.

Tubby questioned them. "Seen any officials? Or Bill? Anybody been back here?"

Molly shook her head. Liberally spotted with iodine, she looked like an Indian on the warpath. "Oh Tub, you've found it!" she squealed happily, as the conductor handed the book to Bucky.

"Yeah. See here, Molly! Did you hurt yourself badly anywhere, or are you just bruised and scraped?"

"Nothing serious; it'll all wear off."

WHEN Tubby entered the corridor at the end of the last car, he heard the Shaws talking quietly on the rear vestibule.

Bucky was saying, "I can't get over it! All of a sudden you so worried about that book. And my job. After all you've said against it!"

Molly's voice came muffled, as though her face were against his chest. "I didn't seem exactly consistent, I guess. But the railroad is where you belong, darling—you're the dashing adventurous type. I realized that this afternoon, only I wouldn't admit it. But when a girl falls smack on her face, like I did, it sort of jolts her thinking. Only . . ." The ball of fire paused, "No more pinching girls. It hurts their dignity."

"But I didn't pinch her!"

"Well, slapping, then. That's worse."

Apparently aware that this was one argument he never would win, Bucky remained eloquently silent. ●

BOOKS OF THE RAILS

by ALBERT HERSKOVITS

GHOST RAILROADS OF INDIANA, by Elmer G. Sulzer, hard cover, 267 pages, 8½x11", photos, color paintings, rosters, maps, Vane A. Jones Co., $15.

In 1920, Indiana hit a high point in mainline trackage of 7,426 miles. Since then, almost 1,100 miles of this total have been abandoned, says the author, dut to highway competition, elimination of duplicate rail service, and relocation of industry. Sulzer's subject is the various non-electric shortlines which folded up during this period. The number of interesting old motive power and wreck photos he has dug up is remarkable, although many have not reproduced well. Layout is only fair.

CAMELBACK LOCOMOTIVES, soft cover, 28 pages, 9x6", published by the author, Harry P. Albrecht, 40 Wilton Ave., Clifton Heights, Pa. 19018, $1.50.

Another edition in the series, "Steam Locomotives of Yesteryear," this booklet features a number of hard-to-get old photos of Camelbacks, many of them taken as far back as the late 1880's. Among those pictured are No. 2007, one of the rare Lehigh Valley Pacifics (see page 43), a B&O Hayes Tenwheeler, and a Union Pacific 4-4-0. All but four photos come from the author's own excellent collection.

MOTHER LODE SHORTLINE, by Ted Benson, soft cover, 48 pages, 8½x11", Chatham Publishing Co., 1970, $4.95.

A pictorial of an historic and still-operating shortline, the Sierra Railroad. Built originally to serve gold mines in the Mother Lode region of California, this 57-mile road was fortunate enough to survive into the diesel age, hauling forest products, lime, and fuel oil. The photographs offer a personal glimpse both of the men who give this road its special flavor and the pleasing countryside which the line snakes through. Although many photos reproduce admirably, some are too dark to be of value.

ARTICULATED LOCOMOTIVES, by Lionel Wiener, hard cover, 632 pages, 5½x8¾", tables, photos, index, Kalmbach Publishing Co., $10. (Not sold by our Book Service.)

Reprint of a 1930 work by Prof. Wiener of the University of Brussels, with original illustrations. The history of articulateds all over the world is covered and each different type is carefully described. Unfortunately, a lack of photos makes it difficult for American readers to visualize what some of these engines looked like. Much of the discussion is highly technical and presupposes a fair knowledge of railway mechanics and engineering.

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The books are available only by mail. *Railroad Magazine Book Service,* 205 East 42nd Street, New York, N.Y., 10017. Here are a few suggestions:

	List Price	Our Price
WORKIN' ON THE RAILROAD, Richard Reinhardt	$ 8.95	($ 8.50)
RAILROAD AVENUE, by Freeman Hubbard	$ 6.95	($ 6.70)
THE RAILROAD SCENE, Wm. Middleton	$ 8.95	($ 8.50)
THE RAILROAD CABOOSE, by Wm. F. Knapke	$ 7.95	($ 7.55)
BESSEMER & LAKE ERIE, 1869-1969, Beaver	$10.00	($ 9.50)
TRAIN WRECK! Wesley J. Griswold	$ 5.95	($ 5.65)
CN STEAM POWER, by Clegg and Corley	$12.95	($12.30)
DEVELOPMENT OF LOCO ENGINE, by Sinclair	$15.00	($14.25)
LAKE SUPERIOR RAILROADS, Dorin	$10.95	($10.40)
SHORTLINES OF ARKANSAS, Hull	$ 9.95	($ 9.45)
L&N STEAM LOCOMOTIVES, Richard Prince	$12.50	($11.90)
IRON HORSES TO PROMONTORY, Gerald M. Best	$10.00	($ 9.50)
SOUTH SHORE INTERURBAN, Wm. Middleton	$10.00	($ 9.50)
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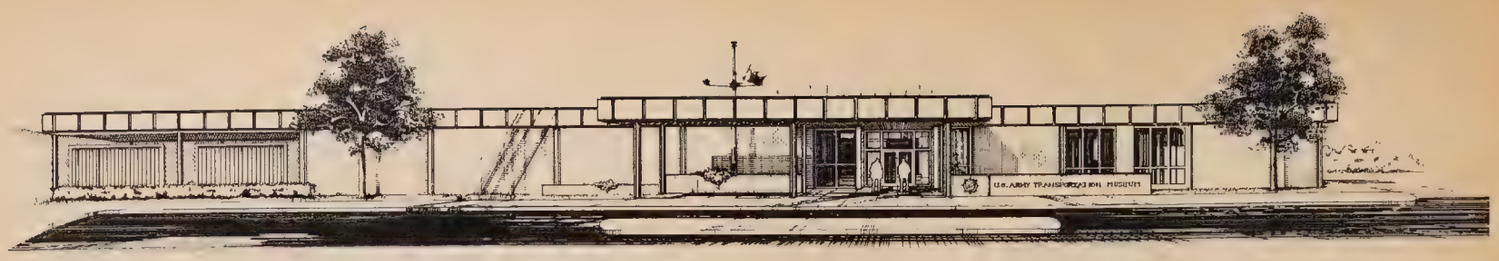


Drawing of the planned $250,000 Army Transportation Center at Ft. Eustis, Va. Building will replace converted warehouse.
Picture from U.S. Army

HOBBY CLUB

conducted by Sy Reich

ARMY Transportation Center at Fort Eustis has kicked off a fund-raising drive aimed at erecting a permanent air-conditioned facility to house its transportation equipment treasures, valued at $2 million. (They are now on display in a converted warehouse.) The goal is $250,000 to cover building construction costs, with $25,000 already collected. One feature of the outdoor exhibit will be 400 feet of track to display U.S. Army steam locos and rolling stock. Contributions will be welcomed from former Army men or anyone else who will support this worthwhile project (donors of $100 or more will have their names inscribed on a permanent plaque to be placed in the new Army building). Donations may be sent to Transportation Corps Museum Foundation, P.O. Box 645, Fort Eustis, Va. 23604.

We were sorry to learn that headquarters of the North Western Illinois Chapter, NRHS, were completely leveled in a disastrous gas explosion recently. Twenty-seven people were injured, including Larry Carlson, whose photographic studio was demolished (it served as the location for chapter meetings). Many displays, including one of the *Flying Scotsman*, plus all chapter records, were totally destroyed. Losses of chapter property is placed at $1,800. Fortunately, the group will continue to publish its lively newsletter, *Northwestern Limited*. For subscription details, write Mike Schafer, 2104 12th Ave., Rockford, Ill. 61108, or Jon Schwartz, 1130 6th Ave., also in Rockford. Enclose a self-addressed, stamped envelope.

Long Island Rail Road, in business since the 1830's, has fortunately preserved much of its valuable railroadiana. Now, it is making limited edition reproductions available to the public. These include reproductions of an 1845 LIRR annual report, timetables, and photos. Many of the items are reproduced in the railroad's own print shop using paper and techniques that duplicate the originals as closely as possible.

A catalogue printed on parchment paper with the front of an 1884 timetable on its cover is available free from Joseph Papa, Room 310, Public Relations Dept., LIRR, Jamaica, N.Y. 11435.

The steam tourist road season is upon us again; many lines opened this spring. Reactivated is Wanamaker, Kempton & Southern Steam Rail Road at Kempton, Pa. It will operate five six-mile round trips every Saturday, Sunday, and holiday until Oct. 31st. Also available is a "rent-a-train" charter car. This is a baggage-passenger combine, decorated and outfitted for private events and pulled by the road's 0-4-0T Porter.

Other items of interest are a coach filled with model train exhibits, and the line's tender, which was built by a WK&S volunteer from the body of an old Plymouth diesel switcher. A good turnout this year is hoped for to reduce the road's $78,000 bank debt.

There was a lot of rail activity recently at Rockingham Jct., N.H. Reason: a Paramount Pictures crew working on the motion picture *A Separate Peace*. Dwight Smith, a member of the Portland Division of the Railroad Enthusiasts, loaned his ex-Canadian National 0-6-0, No. 47, a caboose, and three pieces of passenger equipment for the filming. Also on hand were Rail Associates' two ex-Erie Lackawanna coaches, three old boxcars, and a B&M buggy. The film, based on John Knowles sensitive novel of prep school boys in the early 'forties, will be released next year.

Southern Railway, undoubtedly the most generous Class I road when it comes to railfans, has given the North Alabama RR. Club a lease to use its Sheffield, Ala., passenger station as a museum for the club's railroadiana. The handsome, red brick, porticoed building is large. Anyone willing to donate or lend railroad items should contact the club at P.O. Box 47, Tuscumbia, Ala. 35674.

A former hobo, who settled in the state of Washington and developed a successful scrap-metal business, now owns a railroad of his own. Monty Holm, its owner, has called it the Mon-

Wanamaker, Kempton & Southern ran in 1969, closed down in '70. This year it's running again. Above, road's 0-4-0T pulls ex-Lackawanna and Reading coaches.
Photographed at Kempton, Pa.

Road Railroad. Located on a 1,000-yard siding alongside his business, Moses Lake Iron & Metals, it boasts what is said to be the last steam locomotive that ran in Alaska. Also on the property at Moses Lake is a luxurious private car built for the president of the Spokane, Portland & Seattle. Outfitted with mahogany, it has two bedrooms, and a dining room for ten. Since the line is registered with the Association of American Railroads, Holm, as president of the road, has a first-class pass valid for travel on every railroad in the U.S.

"Now, if need be," he was quoted as saying, "I can go back on the bum in style."

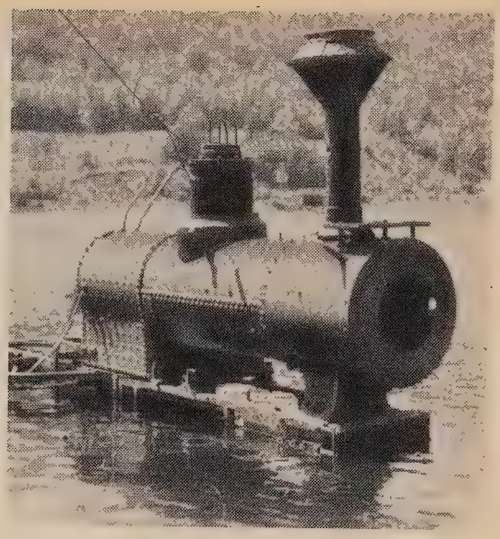
Holm started his brief hobo career when he left his native South Dakota at age 13.

One of the most professional railfan publications we've seen is *The Maritime Express*, a quarterly of the Scotian Railroad Society, Box 798, Armdale Postal Station, Halifax, N.S., Canada. Issues run about 16 pages on glossy paper with photos, plans, and interesting short features. Annual subscription (including membership in SRS) is $4 regular, $3 for associate membership.

The Society owns the ex-Rutland *Ethan Allen*, perhaps the only surviving car built by Wagner; also, a 95-year-old express car, last used in Canadian National's museum train in the 1950's.

A Jersey Central trustees' report, delivered at the Federal District Court of Newark, contained some interesting facts. One of the proposals for a "restructured" CNJ is abandonment of the Flemington, N.J., branch, 15 miles. The report said this was justified, since the Flemington area could be served by the Black River & Western, a steam-operated tourist line. Which justifies the views of those who say that some tourist lines are more efficiently managed than many big, freight-oriented, Class I roads.

"Wood Railers' " is the nickname for the Wood County Historical RR., a club, now in its formative stages, that is looking for new members. Meetings are held at the Wood County Fairgrounds in Bowling Green, Ohio. For details, write to vice president Jeff Polzin, Box 13, Weston, Ohio 43569.



Old Hoosac Tunnel & Wilmington loco, built 1884, in Deerfield River in '54.

Caption of the photo in our May dept. stated the Strasburg R.R. loco as being No. 5741, an ex-PRR 4-6-0. Actually, she is Strasburg's 0-6-0 No. 31 (ex-Canadian National 7312). No. 5741, which we are told was repainted and relettered at Altoona, Pa., in 1969, is now on display; she is not used in regular service. Several readers pointed out the error.

From original glass plate negative taken in 1901; owned by Carl F. Graves

Hoosac Tunnel & Wilmington was a 3-foot-gage pike when this photo of No. 4. was taken. It is now being abandoned.

THE SWITCH LIST

We list entries free but without a guarantee. Not over 25 words, including name and address. Use abbreviations: *tts.* (timetables), *emp. tts.* (employes timetables), *SSE* (send 6c stamped envelope, if in U.S., for list or details). Your entry will be printed in our first available issue. Address Sy Reich, *Railroad Magazine*, 205 East 42nd Street, New York, N.Y. 10017.

JOHN AHRENS, Box 161, West Redding, Conn. 06896, sells Railroad Magazine '35 to date. (SSE)

JOHN ALLEN, Box 259, Centralia, Ill. 62801, sells Loco. and Car Bldrs. Cyclopedias, bldrs. catalogs, RR Gazettes, tts., pix, etc. (Large SSE)

DOUG ANDERSON, No. 64309, Box 788, Mansfield, Ohio 44901, trades Lima loco data and Erie steam data for other steam rosters.

LES ANDREWS, 4231 S.W. 38th St., West Hollywood, Fla. 33023, sells station, steam, diesel, car pix of LV, RDG, CNJ, PRR, L&NE, SCL. (Large SSE)

ROGER ARCARA, 1432 Leland Ave., Bronx, N.Y. 10460, sells reconditioned 120-620 and 116-616 cameras desired by many railfans for large oblong negs.; details, list free.

HAL ARMSTRONG, 405 S. Cass Ave., Westmont, Ill. 60559, will sell Trains for 1, 5, 8, 9, 10/45.

JEFF ASAY, 13952 Moorpark, Sherman Oaks, Calif., 91403, trades emp. tts. (SSE)

THURSTON ATCHLEY, 1407 N. Jefferson, Wellington, Kan. 67152, buys, sells, trades tie, pole date nails, railroadiana.

WARREN BASCOM, 3496 Ringer Rd., Whitehall, Pa. 18052, sells 35mm slides of CNJ, RDG, LV, etc.; no list. (SSE)

HARVEY BASS, 287 Valley Rd., River Edge. N.J. 07661, sells tts., rule bks. of Erie, EL, NYS&W, NYC, PRR; buys tts. of NYS&W, Erie, DL&W. (SSE)

H.R. BLACKBURN, Riverview Hospital, Noblesville, Ind. 46060, sells 8mm, 16mm color, b&w movies of B&O 5300 in action in '56.

DICK BOUTALL, 216C Walnut St., Metairie, La. 70005, buys and trades rr. banknotes.

SETH PRAMSON, 8035 Cecil St., Miami Beach, Fla. 33141, buys anything FEC or predecessors, Fla. trolleyana, RPO cancellations, railroadiana, trolleyana.

ANDY BREYER, 31 Herrick Dr., East Rockaway, N.Y. 11518, buys, trades for slides of PRR work equip., esp. big hooks.

DOUG BROWN, 223 S. Main, Granville, Ohio 43023, buys loco plates, whistles, caboose markers, desk-size loco castings.

GERRY BURRIDGE, Box 152, Pte. Claire 700 P.Q., Canada, buys negs. of psgr. equip. and trains, esp. Canadian; any pix Quebec City-Levis area.

MARK CAMP, 856 McKinley Ave., Toledo, Ohio 43605, buys pix, negs., postcards, info. on rr., interurban stations in Ohio, Mich., Ind., Pa.

CURTIS CARLOUGH, 229 Rea Ave. Ext. Hawthorne, N.J. 07506, buys NYS&W, Erie, L&NE tts., emp. tts., pix, etc.

PAUL CARTER, Rte. 5 Box 2, Mobile. Ala. 36608, buys slides, negs., postcards, esp. of CRI&P in Chicago area; trades 8x10 pix.

TOM CHENOWETH, 4802 Doliva Dr., San Diego, Calif. 92117, sells dupl. color slides of western rrs; list, sample 40¢.

CHANDLER COBB, 168 Whipple Rd., Kitttery, Me. 03904, buys pix of B&M milk cars with Buttrick Dairy Products herald.

ED CONKLIN, 5 King Arthur's Court, St. James, N.Y. 11780, sells steam loco bldrs. plates, keystone whistle posts, Porter steam loco. (SSE)

DAVE COOK, 801 Elmwood Ave., Evanston, Ill. 60202, trades. buys, sells tickets; buys C&NW, CMSP&P silverware.

HUGH CRABB, 6981 Charmayn Rd., Jacksonville, Fla. 32210. will buy oval trainman's lunch bucket.

JOHN DALTON, 19 Hillside Pl., Cranford, N.J. 07016, buys 35mm slides of PA's, FA's, FT's sharknoses, esp. on eastern rrs.

VINCENT DESANTIS, 196 Carbon St., Paterson, N.J. 07522, buys slides of Erie, EL RS's, PA's FA's in black and yellow, E8's in green, DL&W FM's, GP7's.

PAUL DOUGLAS, 112 W. 21st St., Vancouver, Wash. 98660, buys negs. of MO&G 400-403.

TERRY DURKIN, 3360 Pringle St., San Diego, Calif. 92110, sells San Diego Elec. switch keys, sw.-stand lanterns, steam loco class lights, etc.

WALT DURST, Rte. 1, Beloit, Wisc. 53511, will sell 300 oak creosoted rr. ties 4x6x50 for 24" gage rr.

JOHN ELES, 3266 Meadowbrook, Cleveland, Ohio 44118, will buy W&LE tts., Trains Vol. 1-6, other rr. mags. (SSE)

R. ENSZ, Rt, 5 Newton, Kan. 67114, sells, buys, trades rr., express wax seals.

JACK FERRY, 10041 S. Prairie Ave., Chicago, Ill. 60628, buys, trades psgr. train stationery.

JACK FESCO, 4309 Edenhurst Ave., Los Angeles, Calif. 90039, sells ICS bks. on steam locos, air brakes, SP prints. (SSE)

MERRILL FINNEGAN, Box 192-A, East Freedom, Pa. 16637, will buy Folios 1 and 2 of Delmore Bros. song books.

MARK FORBES, 1009 Beech, Normal, Ill. 61761, sells pix of steam, diesel, trolley. (SSE)

A.A. FOXWELL, Rte. 1 Box 129, Union Grove, Wisc. 53182, buys 16mm movies of steam frt., psgr. trains '20-'50, UP Big Boys.

JIM FRED, R. 1, Cutler, Ind. 46920, sells 35mm slides taken at Noblesville, Ind. rr. museum; list, sample 35¢.

DICK FULLERTON, 54 S. Delmar Ave., Dayton, Ohio 45403, buys or borrows info., pix on rr. cars used as photo studios.

MARK GELLMAN, 732 Van Rensselaer Ave., Niagara Falls, N.Y. 14305, will buy caboose or Pullman to recondition for display.

BOB GREENAWALT, 3643 N. Rosemead Blvd., Rosemead, Calif. 91770, sells pre-1900 passes or trades for old rr. stock certificates.

CHIP GREINER, 157 Larch Ave., Bogota, N.J. 07603, buys, trades train orders.

BILL GRIFFIN, 406 Sec. Tr. Bldg., Lexington, Ky. 40507, wants to hear from potential publisher of a book he'll write on circuses or trains.

JON GAURDIS, Jr., 102 N. 2nd St., Duquesne, Pa. 15110, buys pix, info., articles on EBT, Pa. n.g. rrs., esp. pre-'60.

W.F. HALDERMAN, Rte. 29, Titusville, N.J. 08560, buys pix, info., etc., on Whitcomb diesels.

R.B. HALFINGER, 155 Ivy St., Branford, Conn. 06405, sells PC commuter tts., NYNH&H form 200's. (SSE)

W.O. HARPP, 5803 Hemlock, Gary, Ind. 46403, buys rulebks., emp. tts., switch keys.

BOB HEDRICH, 5226 N. Le Claire Ave., Chicago, Ill. 60630, sells back issues Railroad Magazines, Trains, Mdl. RRer '36 to date. (SSE)

LAWSON HILL, 163 Moffat Rd., Waban, Mass. 02168, buys, sells, trades tts. (SSE)

JIM HINKHOUSE, Box 115, Bryant, S.D. 57221, buys Fogg's Alci Santa Fe Chief print, Trains Album 15, mint, large wall prints.

JOE HOWDESHELL, 9422 127 Ave., Largo, Fla. 33540, will buy 2 telegraph keys and sounders from around 1900.

RAY HUBERT, 26 Benham St., Torrington, Conn. 06790, sells pix of steam. PA's, DL-109's, FA's, FM cabs. (Large SSE with 12¢)

AL HUDSON, 617 Sundale Dr., Birmingham, Ala. 36235, sells new bk. "Streetcars of Birmingham," incl. pix, diagrams, history. (SSE)

CLIF HULL, 203 E. 16th St., North Little Rock, Ark. 72114, buys MP Lines Mag. for '30-'40, '50-'60.

SCOTT HUNT, 3866 Holland Dr., Santa Rosa, Calif. 95404, buys SP hardware, pix and slides of SP cab forwards.

FRANK JUR, 1926 S. 24th Ave., Maywood, Ill. 60153, buys info., pix on C&WI commuter trains, coaches.

FRANK KALAHAR, 9918 N.E. Prescott St., Portland, Ore. 97220, sells Off. Guides '59-'60, Psgr. Equip. Register of '56, Ry. Equip. Register of '40. (SSE)

ED KANAK, 2400 Orchard Pl., New Brighton, Minn. 55112, buys, trades for slides of CP Alcos, CN RSC's, BAR.

JOHN KEAVY, Box 214, Fall River, Mass. 02724, sells rubber stamps with train pix, incl. steam, diesel, elec., trolley. (Large SSE)

WAYNE KERSLAKE, 1615 Cedar La., Sioux Falls, S.D. 57103, sells railroadiana; state wants for lists.

GLEN KIDDER, RD 1, South Acton, Mass. 01720, will sell 2 sw. lamps, PRR calendar print, BR&P lantern, Mt. Wash. Cag Ry. stereoptican view cards. (SSE) No list.

RON KNOST, 423 S. Old Orchard, Webster Groves, Mo. 63119, buys depot postcards, pix of ATSF depots, esp. L.A. to San Diego.

C. KOWAL, 6615 S. Bell Ave., Chicago, Ill. 60636, sells back issues Railroad Magazine '54-59. (SSE)

MARC LAMOREAUX, Waterville, Kan. 66548, will buy Lathrop's "Big Men and Little Engines."

GEO. LARNED, Box 263, Bedford Hills, N.Y. 10507, buys postcards showing summer trolleys between Rye and Harrison, N.Y.

AL LEANARD, 41 Daniel Blvd., Bloomfield, Conn. 06002, buys 8mm, 16mm steam films.

WARREN LEE, Univ. of Albuquerque, Albuquerque, N.M. 87120, buys pix of frt., psgr. cars of northeastern rrs. 1900-'50, Equip. Register of '30's.

JAY LENTZNER, Box 464, Savanna, Ill., buys color postcards of Flying Scotsman in U.S.

RON LEWIS, 5235 3/4 Oliva Ave., Lakewood, Calif. 90712, sells, trades size 120 negs. Boston, L.A. PCC's '58-'63. (SSE)

W.L. LOFTIN, Box 62, Alexandria, Va. 22314, sells back issues Railroad Magazine, Trains, RMC, Mdl. RRer of '60's; sells tts., Ties mag., forms. (SSE)

D.B. LONES, 3332 Palos Verdes Dr. N., Palos Verdes Estates, Calif. 90274, will sell '44 Loco. Cyclopedia.

MIKE LOWE, 4361 Wheeler, Houston, Texas 77004, buys emp. tts. of southwestern rrs., esp. T&NO.

JOHN LUCKFIELD, 1127 9, Beloit, Wisc. 53511, sells CMSP&P, C&NW slides; buys, trades for MP slides.

CHARLOTTE MARSH, 1220 Shelburne Rd., South Burlington, Vt. 05401, buys pre-'20 rr. postcards.

JIM McHUGH, 500 Hulmeville Ave., Pendel, Pa. 19047, will buy Railroad Magazine 10/06-12/37.

E. METZ, 4316 Beaufort Ht. Dr. Harrisburg, Pa. 17110, trades, buys train orders.

M.E. MEYER, 552 Saunders Ave., Akron, Ohio 44319, buys railroadiana; sells packages of 100 tr. orders.

BILL MILLER, 260 Southwood Dr., Galt, Ont., Canada, sells sizes 616, 620 diesel pix of CN, GT, GTW, DW&P, CP, ON, PGE, SRS; list 30¢.

ROY MILLER, 1915 W. Callender, Peoria, Ill. 61604, will sell 133 emp. tts. '48-'52. (Large SSE)

R.P. MILLS, Box 6587, Lemay, Mo. 63125, sells watch fobs with rr. emblems in color. (SSE)

BRUCE MOFFAT, 6727 Loron, Chicago, Ill. 60646,

For 73 years RAILWAY MAGAZINE has been closely connected with the making of railroad history.

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RAILWAY MAGAZINE
DORSET HOUSE,
STAMFORD STREET,
LONDON, S.E.I. ENGLAND

The eastbound *Portland Rose*, Union Pacific train 18, stops at Boise, Idaho, for passengers on a snowy evening in March, 1971. Lightly patronized train consisted of No. 959, a 16-year-old E9, two coaches, and a snack car to be dropped at Pocatello, Idaho. The train was discontinued May 1st, along with many other victims of the new Railpax.

Barry Anderson, 2805 Annett St., Boise, Idaho 83705

buys pix, info., history on Leonard's M&O subway.

L.D. MOORE, Box 2144, Portsmouth, Va. 23702, sells railroadiana; list 25¢.

O.L. MUCKEY, Lee's Summit, Mo. 64063, sells rr. lanterns, etc. (SSE)

J.E. MURPHY, 733 Beaverbrook Rd., Baltimore, Md. 21212, buys, trades for billboard refrigerator, private owner car pix, negs., plans dwgs., info.

AL MUTHARD, Rte. 1, Macungie, Pa. 18062, sells steam, diesel negs., lot of 150 Railroad Magazines, 40 R&LHS Bulls. (SSE)

H.G. NELSON, 210 Clara Ave., Peoria, Ill. 61614, will sell 17 issues Loco Engrs. Journal '44-'46.

JON NELSON, 9911 W. Broadview Dr., Miami Beach, Fla. 33154, buys, trades for anything FEC, FL railroadiana; buys, trades tkts., RPO cancellations.

DAVE NESTLE, RD 2, Ray Rd., Greenwich, N.Y. 12834, sells railroadiana; list 25¢, refundable.

J. NORALL, 236 Morning Sun, Mill Valley, Calif. 94941, sells two 11x17 rr. pix of early chair car, door motive plates.

L.M. NOSEWORTHY, 43 W. Macada Rd., Bethlehem, Pa. 18017, buys rr. postcards wholesale.

BOB OAKLEY, 907 W. B St., North Platte, Neb. 69101, trades railroadiana for wax sealers used by rrs. and express agents.

TOM O'NEIL, 715 Vernor St., McKeesport, Pa. supplies info. on EBT for SSE.

C.G. PARSONS, Rte. A2 Box 124D, Dunnellon, Fla. 32630, sells 35mm Kodachrome dupl. slides of steam, diesel, trolley; sample 35¢.

NORM PERRIN, 4523 Arabia, Baltimore, Md. 21214, will sell PRR classification booklets of D16, H, E classes, WNY&P history and roster. (SSE)

GLEESON PERRY, Box 875, Brownwood, Texas 76801, sells cassette tape describing his experiences as engineman, songs, trains whistling.

HOWARD PINCUS, 5 Eldredge Pl., Rye, N.Y. 10580, sells 8x10 pix of steam, diesel, elec. of eastern rrs. (SSE)

LOU POLINIAK, 1017 N. Washington St., Shamokin, Pa. 17872, buys pic of section gang riding pump-truck, person riding track-cycle.

CHAS. PORTER, 4775 Gifford Rd., Oconomowoc, Wisc. 53066, trades back issues Railroad Magazine, Trains, NRHS Bulls., mdl. mags., bks.; buys bks., CMSP&P slides. (SSE)

KEITH PRATT, 9 Gilman St., Somerville, Mass. 02145, buys pix of The Gull, Provincetown and N. Conway psgr. trains. Bar Harbor Express.

JIM PROKES, 7850 S. Kenneth, Chicago, Ill. 60652, buys tts., dater dies, CNS&M lantern.

WM. PYKE, 132 Leslie St., Toronto 255, Ont., Canada, trades pix TTC ex-Cleveland, Birmingham, Kansas City, Cincinnati PCC's.

VIC RAWSTRON, 5628 Baldwin Ave., Temple City, Calif. 91780, sells rr. paper items, hardware, etc. (SSE)

F. REEDER, 324 Dunnington, Charlottesville, Va. 22905, buys WU tariffs, rules, rr. telegraphers' rules, REA items, old pay phone.

RANDY REEDY, 2042 N. Taylor St., Arlington, Va. 22207, sells RF&P, SOU pix, SOU tr. orders, emp. tts., tkts., waybills, W&OD items. (SSE)

WAYNE REEDY, 1228 Congress St., Middletown,

Ind. 47356, will buy B&O black-and-gold cup and saucer, Erie dinner plate; trades depot postcards, sw. keys.

BOB REID, Box 179, East McKeesport, Pa., 15035, buys emp. tts. of PRR, NYC, PC.

CHAS. REUTER, Box 125, Maytown, Pa. 17550, will sell 1864 PRR rulebk., mint cond.

WAYNE RHEINFELD, 1011 Neilson St., Far Rockaway, N.Y. 11691, buys lanterns, globes, bells, hdlts., whistles, locks, keys.

JERRY RILLAHAN, 808 Park, Worland, Wyo. 82401, buys, sells, trades stock certifs of rrs., trolleys, horsecar lines.

DICK SACHS, 330 Taft Rd., River Edge, N.J. 07661, sells pix, railroadiana, of EL, CP, D&H, PC; mag.; info. on Railpax.

DAVE SANTOS, 562 Dartmouth St. S., Dartmouth, Mass. 02748, sells, trades NYNH&H emp. tts., delay sheets. (SSE)

BRUCE SAYLOR, 2836 Leon Ave., Audubon, Pa. 19407, sells action pix of RDG, B&O, CNJ of late teens to late '30's; list, sample 25¢ and (SSE)

FRASK SCHEER, 18 E. Rosemont Ave., Alexandria, Va. 22301, buys RPO postmark dies; buys, trades RPO schemes, station and tower hardware, communications equip.

WAYNE, SCHENK, Box 195, West Seneca, N.Y. 14224, sells train orders, railroadiana; list, 10¢.

HARRY SCHIMM, 869 164th St., White Rock, B.C., Canada, sells Canadian pix; list 25¢. Buys CN, CP, CV, DW&P neg. collections.

MIKE SCHREIBER, Box 457, Short Beach, Conn. 06405, sells NYCTA roll signs, whistles, etc. (SSE)

R.V. SEELEY, Box 1304, Lakeview, Ore. 97630, buys pix of UP Big Boys.

NORM SEIDELMANN, 2237 38 St., Pennsauken, N.J. 08110, buys, trades 3½x5 pix, 35mm slides, 8mm, super 8mm movies of current elec. operations.

AL SHARP, 100 Shennecossett Pkwy., Groton, Conn. 06340, sells N.E., Me. rr., steamship tkts; details, sample for 50¢ and SSE. Sells annual passes; list 25¢

JIM SHAUGHNESSY, 479 8 Ave., Troy, N.Y. 12182, sells postcards, slides, incl. D&H PA's. (SSE)

C.M. SHERRARD, Box 3283, Charlotte, N.C. 28203, sells P&NB sw. keys, sw. locks, pix.

R.R. SHORE, Box 11147, Oakland, Calif. 94611, sells tts., Railroad Magazine, Trains; Trades or buys Off. Guides, CP steam, psgr. car pix. negs., plans. (SSE)

RAY SHORT Jr., 700 Indiana Rd., Glenview, Ill. 60025, buys rr. stock certifs.

BEN SMITH, Box 34, Brooklyn, N.Y. 11213, buys Loco Cyclopedias, pix, rr. bks., calendars.

C.M. SMITH, 53 Cobblesstone Dr., Paoli, Pa. 19301, buys info., pix, etc. on steam dummies of Bklyn. City, Broadway (Bklyn.), Bushwick rrs.

K.M. SMITH, 758 Maple St., Fostoria, Ohio 44830, buys pix, literature on C&O M-1 turbines.

JOE SNOPEK, 37 Kellogg, Granby, Mass. 01033, guys negs., slides of NYNH&H elecs., diesels, psgr. cars, cabooses, etc.; trades PC negs, of N.H. Region.

JIM SOMMER, 367 Parkview Ave., Yonkers, N.Y. 10710, eslls steam negs. of PRR, LIRR, NYC, etc., railroadiana; list 25¢.

KEN SPRINGIRTH, 4720 Cliff Dr., Erie, Pa. 16511, sells "Trolleys of Gem City" (Erie's trolleys)

W.E. STAUB, 30 E. 3 St., Brookyn, N.Y. 11218, buys PRR, NYC railroadiana, hardware; ICC accident reports; Lima, Juniata, Altoona bldrs. plates.

JIM STONE, Rte. 2 Box 132, Eglin, Ill. 60120, will buy 3-wheel velocipede; sells sw. locks; will sell GE 44-tonner, good running cond.

JOHN STONE, 6810 Chambers Ave., Cleveland, Ohio 44105, will sell B&O green globe, C&O kerosene lantern, ATSF playing cadrs.

DAVE STRICKLIN, Rte. 2 Box 725, Watervliet, Mich. buys C&O emp. tts., rulebks.

BOB STRUCK, 3930 E. Ramsey Ave., Cudahy, Wisc. 53110, buys brass rr. padlocks, keys, sw. locks, keys.

D. STUART, 13 Fairview Ave., Cheltenham 3192, Victoria, Australia, sells bldrs. plates.

JIM SUTER, Rte. 1, Harrisonburg, Va. 22801, buys catalogs, parts, pamphlets, etc. on Kalamazoo Mfg. Co.'s 3-wheel handcars.

J.W. SWANBERG, 420 E. 64 St., New York, N.Y. 10021. buys, trades for N&W class J bldrs. plate.

H. SZLDLOWSKI, 3942 Euclid Ave., E. Chicago, Ind. 46312, buys pix of CI&S, SL&IC, SC&S.

JIM TERRELL, Box 31, Telluride, Colo. 81435, trades emp. tts., tts; buys info. on S. American rrs.

NORM THIDEMANN, 43 Collidge Hill Rd., Watertown, Mass. 02172, will sell 63 issues Railway Age 2/26/68-6/29/70.

JOE TOTH, 2608 Woodlawn, Ennis, Texas 75119, will sell DB tt.

GEO. TURNBULL, 50 Newtonville Ave., Newton, Mass. 02158, trades PC slides of his area for those of Pittsburgh, Altoona, St. Louis.

BOB VENSEL, 1827 Underwood Ave., Huntington, W. Va. 25701, buys Railroad Magazine, Trains, Mdl. RRer, RMC, MT, binders, postcards, color slides.

FESTUS VON BLON, Box 6422, Waco, Texas 76706, will sell Hitchell's "Model and Easy Lessons in Loco Running," ICS publication of charts.

RON WAGONER, 333 E. Brooks, Norman, Okla. 73069, will buy conductor's step-box.

A. WANG, 303 Murphy St., Lafayette, Ind. 47905, will sell Beebe's "Highball" and "High Iron."

BOB WEBSTER, 1030 Southhill St., Kamloops, B.C., Canada, will buy 25' Kodachrome 8mm movies of T&NO (ON) 137, incl. runpasts and sequences from vestibule.

WALT WELP, 920 Chambers Rd., St. Louis, Mo. 63137, sells rr., loco postcards.

TOM WIRRELL, 89 Fremont St., Claremont, N.H. 03743, will sell '65-'70 Modl. RRer, 110 dupl. diesel slides.

ANDY WITTENBORN, 109 Edgemont Rd., Scarsdale, N.Y. 10583, trades Railroad Magazines from the '30's and '40's; list free.

C. WOEHLER, 2674 Orchard St., N. Bellmore, N.Y. 11710, will trade bound Ry. Age 7/22-3/23 for Railroad Magazine '40-'43. (SSE)

J.D. WOODARD, 2500 S. Tyler, Little Rock, Ark. 72204, will buy or trade for globe for Pullman lantern.

BOB YANOSEY, 40 Hendel Ave., North Arlington, N.J. 07032, sells diesel negs. on approval. No list.

W. YOUNG, Box 172 North Vancouver, B.C., Canada, will sell 2 bks. from CP Foundation Library ('37), and "Ry, Engineering" '99.

FREEMAN HUBBARD, c/o Railroad Magaine, 205 E. 42nd St., New York, N.Y. 10017, will sell one copy ea. of these hard-cover books: "Louisville & Nashville RR.: 1850-1963," by Herr, 402 pages, 6½ x9½", ill., indexed, $4; "History of Russian Rys.," by Westwood, 326 pages, 5½x8½", ill., indexed, (1964), $4; "Johnstown Flood," by McCullough, 302 pages, 6x9¼", ill., indexed, incl. list of 2,209 victims (1968), $5; "Adventure Underground" (story of world's great tunnels), by Gies, 260 pages, 5½x3¼", ill. (1962), $4; all good cond., postpaid.

Model Trading Post

A.S. BERNOUDY, 3201 Colorado Ave., Kenner, La. 70062, will trade brass HO NYC&HR 999 for two AHM HO Casey Jones 4-6-0 or 3 Genoas 4-4-0.

CHAS. DAVIS, 3663 McCall Blvd., Bremerton, Wash. 98310, trades Scalecraft 00-gage roller-bearing and ARA trucks, Andrews caboose trucks for Scalecraft plain bearing trucks.

DENISE FERRARI, 274 Emerson Ave., Bronx, N.Y. 10465, buys 2 rail trks. over 1½"-gage, Lionel psgr. cars. (SSE)

PHIL GILES, 33 Arcadia La., Hicksville, N.Y. 11801, sells new Lionel catalogs '54-'66. (SSE)

A.E. KENNEDY, 66 Lowell St., South Potlrand, Me. 04106, will buy ¼" scale live steam loco.

DAVE KENYON, Box 86, Lynn, Mass. 01904, sells AF locos, cars, accessories, catalogs; wants unused Erector sets in red metal boxes. (SSE)

JIM KING, Rte. 7, Sevierville, Tenn. 37862, buys Erector sets, Lionel, AF trains.

ED MARTIN, 470 Western Ave., Lynn, Mass. 01904, sells Marx O-gage 6" metal cars, 4- and 8-wheel AF O-gage metal loco, Lionel cars.

AL MILLER, 3212 34 Ave. S., Minneapolis, Minn. 55406, buys AF toy tr. catalogs, brochures, operating instructions '24-'36.

BILL STEVENTON, Kennan, Wisc. 54537, rebuilds Iron Fireman Selectemp heaters in trade for O-scale traction equip.

GEO. WILLS, 15727 Woodbridge, Harvey, Ill. 60426, trades railroadiana for Lionel items. (SSE)

Additional Roster Data

Additional data for our Virginia Short Lines roster, (April '71) comes from George R Silcott and Warren Calloway. Mr. Silcott says note 36 should read: W&OD 55 was sold to Striegel Supply & Equipment, then to himself, then R.B. Hornberger, then Dravo Corp., renumbered 442.012. He adds that W&OD owned a 65-ton Whitcomb which had been sold to him and Preston W. Duffy, jointly, then was sold to American Aggregates.

Warren Calloway says Clinchfield has added some second-hand units to its roster. No. 356 is a 1000-hp. GM-EMD NW2 built in 1949 (originally Jacksonville Terminal 36). Clinchfield 357-360 are 1000-hp GM-EMD NW2's built in 1947 (originally Apalachicola Northern 701-704). Clinchfield 361 is a 1000-hp GM-EMD NW3, built in 1942; it was originally Great Northern 5405, then GN 180, then Silcott 180, then Clinchfield 361.

Clinchfield 853 was traded to L&N for Clinchfield 250 and renumbered L&N 723 (2nd). A typesetting error crept into note 16, it should read: Clinchfield 916 was traded for Clinchfield 3008. Interstate 230-2331 were built in 1969, not 1967. Norfolk, Franklin & Danville inherited Atlantic & Danville 101-107, not shown on roster.

A&D 101-106 were 100-hp Alco-GE RS-2's, built in 1949. A&D 107 was a 1600-hp Alco-GE RS-3, built in 1951. A&D 101-102 wre traded for A&D 1-2 which were delivered new to NF&D with A&D lettering. The remaining 100's were retired, 106 having never been lettered NF&D.

More info. for our Canada Short Lines roster (May '71) comes from Mr. Silcott and General Motors Diesel Ltd. Note 1 should read: Midland Railway of Manitoba 1 was sold to Hyman-Michaels, then to Si'cott and S.G. Paikin Co., then to BCH&PA and renumbered 931 (1969). BCH&PA 910-911 are SW900's with 1000-hp, not SW1000's.

More data for our Wisconsin Short Lines roster (May '71) also comes from Mr. Silcott. Note 12 should now read: MT&W 23 was originally Lake Terminal 1012, then Birmingham Southern 23 (1962), then Birmingham Rail & Locomotive 23 (12/67), then Siclott 23, then MT&W 23.

Pen Pals Wanted

Patty Wingender, (14), 4836 Woolworth, Omaha, Neb. 68106.

Henry W. Johnson, 108 Lexington Ave., Holbrook, N.Y. 11741, convalescing from heart operation, needs rr. or trolley reading matter.

Elsa A. Garcia, (26), Rizal St., Naga, Cebu City, Philippines.

Denise Ferrari, (19), 274 Emerson Ave., Bronx, N.Y. 10460, railfanette wants to hear from other girls interested in railroading.

George W. Hoyt (87), P.O. Box 127, Albion, Mich. 49224, in poor health, needs cheer-up letters and cards.

Robert J. Andrews, (32), 48 Hunters Ave., Taftville, Conn. 06380.

Jerry Nott, (23), 510 8th Ave., Charles City, Iowa 50616.

Opal Gaw, (65), RR 2, Kevtesville, Mo. 65261.

Lynn Hart, Rte. 1, Moro, Ark. 72368.

Wilbert M. Batise, Box 8051, Los Angeles, Calif. 90008.

Judy Lund, 1886 Ellwell Drive, Milpitas, Calif. 95035.

Anna Haugen, (16), 2737 N. 72nd Terrace, Kansas City, Kan. 66109.

Mrs. F. H. Misany, 13255 Hough Road, Allenton, Mich. 48002.

Mrs. Thelma Hayes, (60), 242 S. College St., c/o Franklin Rest Home, Franklin, Ky. 43134.

William L. Goodwin, (59), P.O. Box 162, Middletown, Pa. 17057.

Anna, (20), Benjamin, (19), and Bernadita Suson, (16), also Zanaida Segundino, (20), and Eskellita Algabre, (15), all of 72G Spoliarium St., Cebu City, Philippines 317.

Ruby Raymer, (62), 505 Fatherland St., Nashville, Tenn. 37206.

Kathie Incontro, (17), 3439 Avenue C, Council Bluffs, Iowa 51501.

Daniel T. Ortega, (38), P.O. Box 244, Wishram, Wash. 98673.

Emogene Bratcher, (17), Rte. 1, Box E, Rockport, Ky. 42369.

Donna Manning, (15), 1100 North 5th West, Lehi, Utah 84043.

Becky Sandbeck, (16), 6271 S. 13th East, Murry, Utah.

Carrol Petty, (16), Box 526, Evanston, Wyo. 82930.

Mrs. Annabel East, (42), c/o Laura Eckerty, P.O. Box 57, Eckerty, Ind. 47116.

Mrs. E. M. Roberts, (62), 1824 N. Ruckle St., Indianapolis, Ind. 46202.

Virginia Adarna, (21), 70-H Spolarium St., Cebu City, Philippines 317.

Edna Forester, (45), 8726 Smart, Independence, Mo.

Mrs. G. Williams, (72), Box 141, Castella, Calif. 96017.

Jackie Kinsella, (17), 405 4th St. SE, Mandan, N.D. 58554.

Tammy Turco, (14), 4826 Woolworth, Omaha, Neb. 68106. ●

Coming Events

June 20: "Day Cape Codder," Boston to Hyannis, via Attleboro and Taunton; photo stops; optional harbor cruise in Hyannis; lv. Boston 8:15 a.m., return 9:45 p.m.; fare $12.95. Sponsored by Mystic Valley Ry. Society; contact Sheldon Kovitz, Box 212, Lynn, Mass. 01903.

June 26-July 4: Nine-day private car excursion from Washington, D.C., incl. New Orleans, St. Louis, Chicago, Pittsburgh. For flyers and fare info., send long self-addressed, stamped env. to Dixon Lines, Box 1691, Rockville, Md. 20850.

July 5, Sept. 3: "Rail Safari to Germany and Austria," 17-day sightseeing and rail tour, incl. Wuppertal monorail, steam rides in Trier and other cities, visits to maintenance facilities at Koblenz, rack and narrow-gage rrs.; fare $759, incl. round trip air transport from New York, first-class hotels, meals, tour guides, tips, taxes, winetasting, buffet party, folklore evening, etc. For details. contact The Red Baron, Lufthansa German Airlines BS-IT, 1640 Hempstead Turnpike, East Meadow, N.Y. 11554.

July 11: PCC trolley trip in Toronto, Canada, using ex-Louisville-Cleveland PCC; lv. York and Wellington sts., 10 a.m.; incl. lunch, photo stops. Sponsored by Lehigh Valley chapter, NRHS; contact Ernest Kovacs, 416 Second Ave., Bethlehem, Pa. 18018.

Sept. 2-6: National Convention of Nat. Railway Historical Society at Bethlehem, Pa. hosted by Lehigh Valley chapter. Pre-convention trips—Ashland, Pa., to tour coal mine and ride steam loco, Magee Transportation Museum, Bloomsburg, Pa., for trolley ride; also New Hope & Ivyland, Black River & Western. Convention trips: possibly ex-NKP No. 759 over CNJ, L&HR, LV. Hotel Bethlehem is convention headquarters. Details from NRHS Convention Committee, 416 Second Ave., Bethlehem, Pa. 18018. ●

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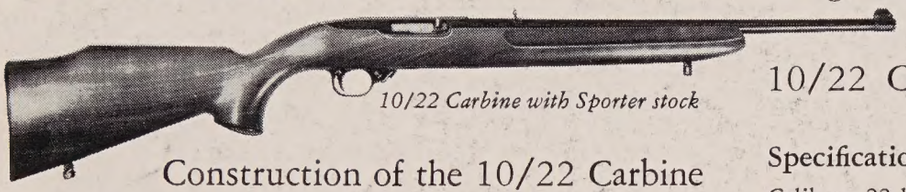

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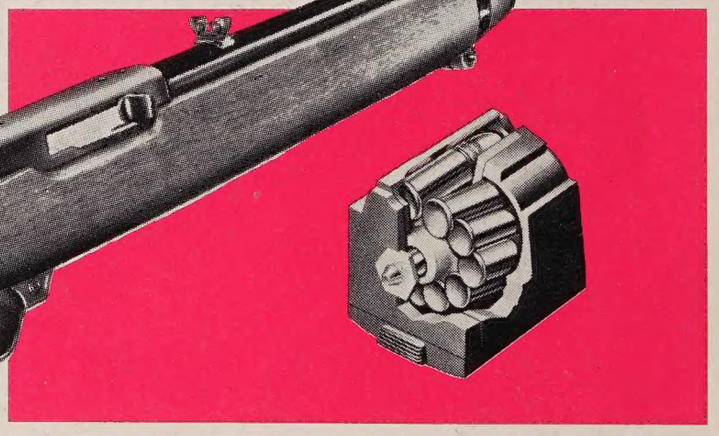
10/22 Sporter — $64.50.



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